

Australian

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MODEL RAILWAY

Magazine

JUNE 1986.

ISSUE 138. Vol.12. No.9

IN THIS ISSUE:

IN COLOUR

T.G.R. Loco Liveries

**Kitbash
V.R. Cement Hopper**

BREL VALLEY CENTRAL

N.S.W.R. 75' Turntable

V.R. IC Tipplers

AD60 Notes



The Professionals' Track
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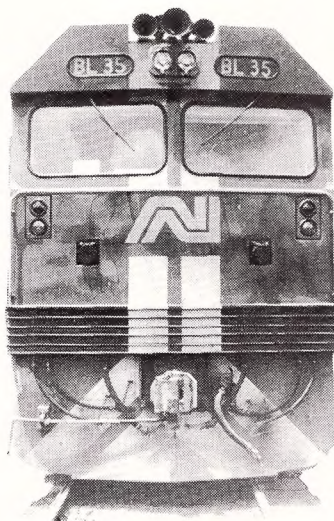


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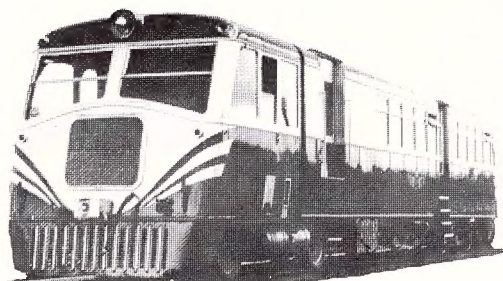
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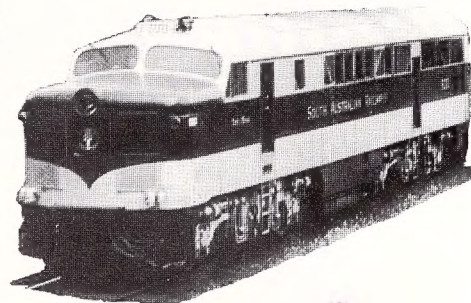


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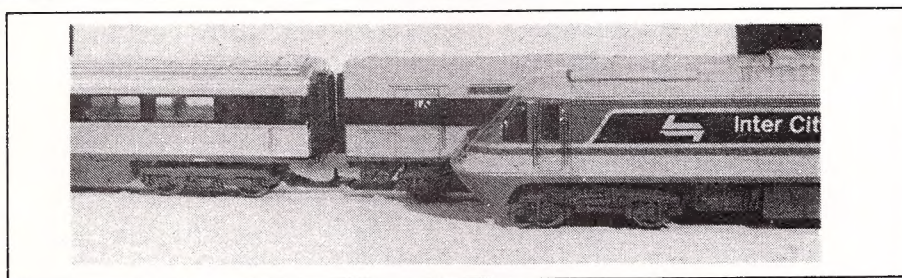
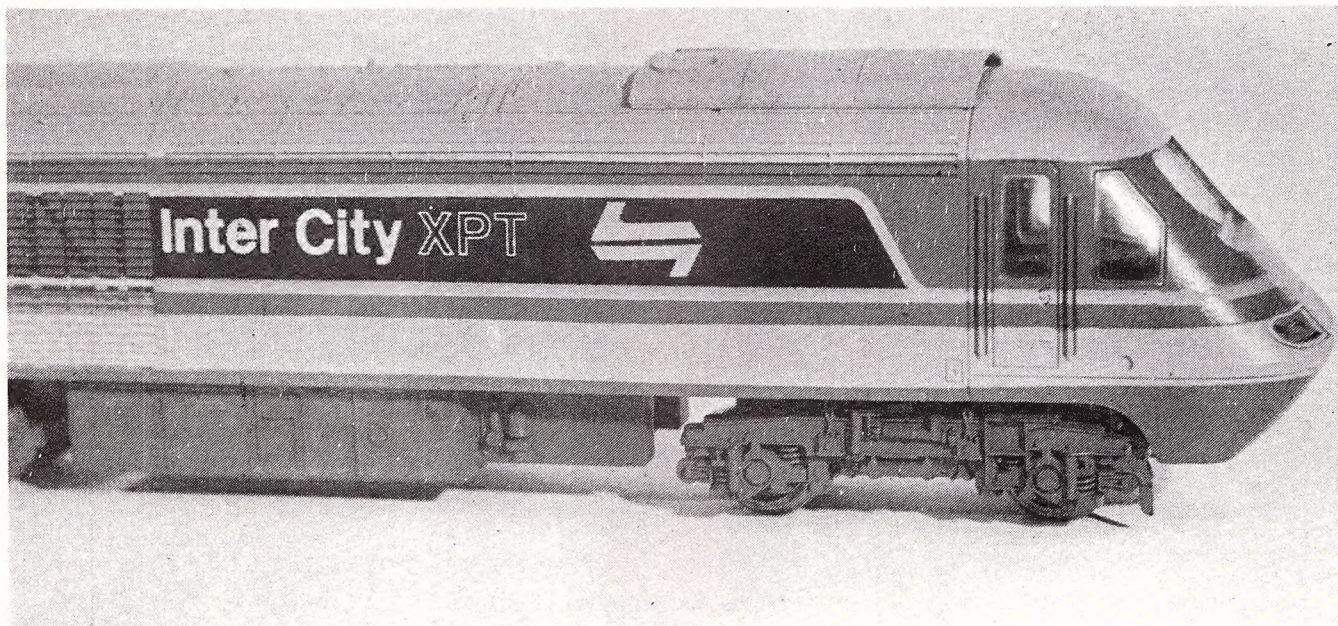
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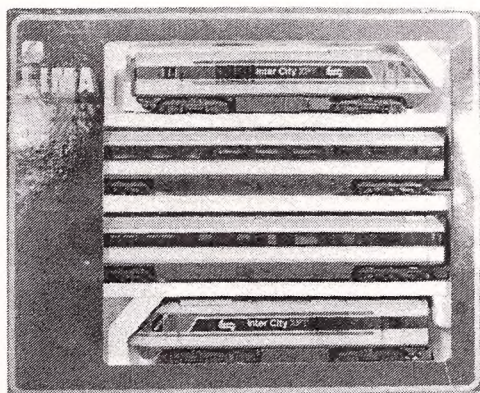
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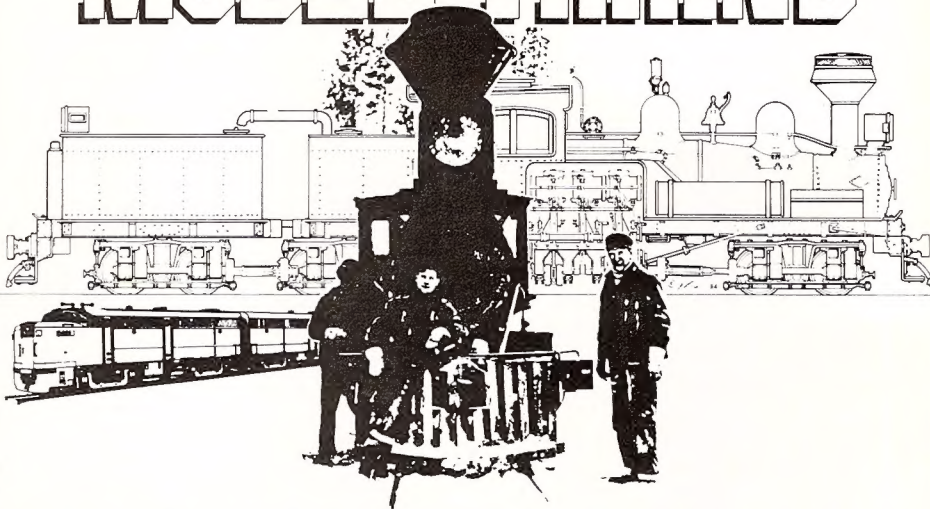
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Good news! After recent hitches A.H.M. Mateamatic couplers are back in stock.

The latest Sentinel kits are here. Aussie Dunny, Rotary clothes line and Farm machinery shed.

Trestle Hobbies G.H. and Alltrack Q.N. on hand and selling fast. Builders in Scale kit G.W. Nichols wood yard (which is now out of stock in U.S.A.) as well as the other fine Builders in Scale kits on hand.

Still have a few Design Workshop Terrace House kits in stock.

Increased range of HO narrow gauge (Brass, kits and ready to run plastic) as well as various rolling stock kits including Grandt Line, F&G Narrow Gauge Models and Round house. HO on 2½ and HO on 3 trucks.

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Walthers Catalogs, HO priced at \$20.50 + P.P. Include extra \$5.00 if you want the Craft Train News 12 x monthly copies. Postage rates. W.A. AND N.T. \$6.00. Qld. \$5.50 S.A. and N.S.W. \$4.80. Tas \$4.00. Vic. \$3.00. The Walthers N and Z Catalog is priced at \$15.50 plus P.P.

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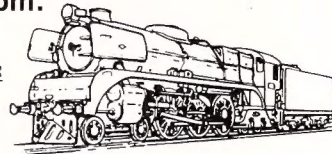
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Tuesday — Thursday 9am — 6pm. Friday 9am — 9pm.
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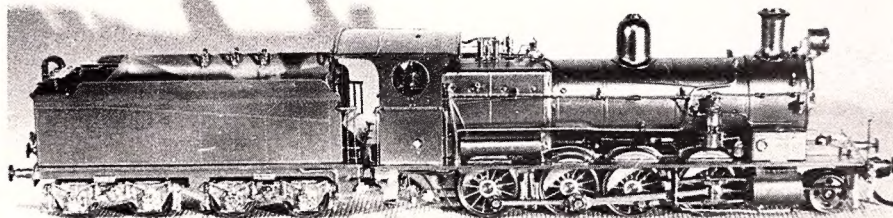
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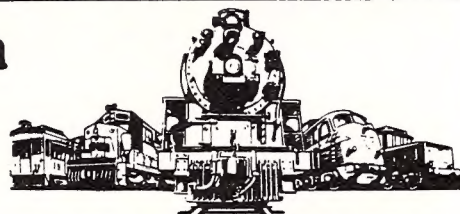
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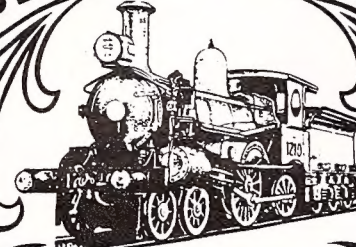
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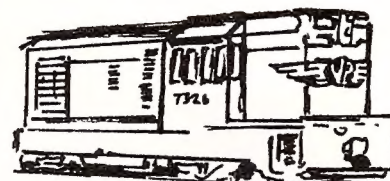
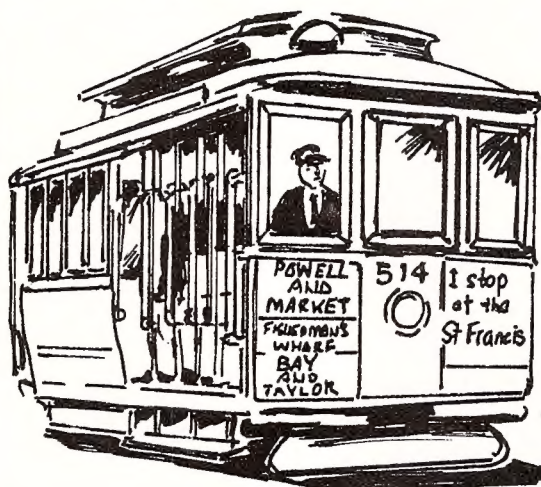
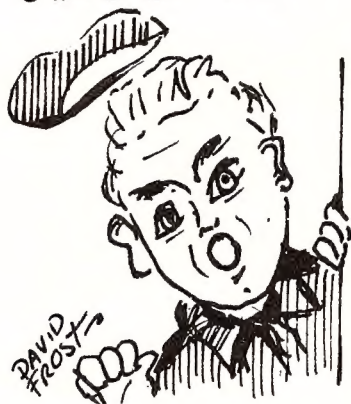
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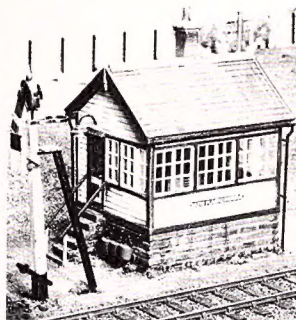
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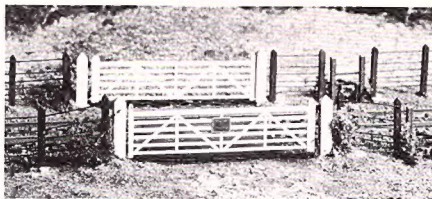


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503



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509



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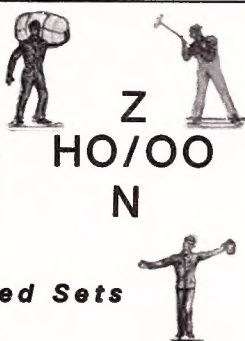
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ADVERTISERS INDEX

A.M.R.M. — Back Issues	4
— Subscriptions	4
ARE Railway Videotapes	60
Australian Locomotive Co	2
Australian Model Craft	9, 72
Bill Webb	5
Box Car Hobbies	55
Broad Gauge Bodies	56
Broad Gauge Models	51
Buffer Stop	4
Casula Hobbies	6, 64, 65
Classic Brass Model Collection	6
Classic Models	60
Corrimal Model Centre	55
Dapol	59
Data Sheets	48
Dick's Hobby Centre	60
Duckett, P.W.	60
Exhibition — Forestville	54
— Meadowbank	52
— Newcastle	6
— Parramatta	56
F & G Models	50
Fantastic Model Shop	57
Fleischmann	49
Hobby Shop Directory	70
Hobbycraft	59
J & J Hobbies	62
Junction Hobbies	56
Kato	56
Locomotive Workshop	2
Market Place	48
Military Hobbies International	63
Model Mail	68, 69
N Trains	62
Northside Hobbies	58
Overseas Sales Co	52
PJP Productions	54
Pine Mountain Model Trains	66
Preston Hobby Modelle	54
Punchbowl Hobby Centre	54
Red Heart Souvenirs	52
Shinohara	66
Southern Models — Lima	3
St. George Hobbies	8
Tamworth Hobbies	52
Tempest Electronics	67
Tomix	62
Toyman Imports	7
Train World	8, 53
Traintasia	50
Weico Models	50
Woodpecker Model Railways	67

DIARY

EXHIBITIONS

BALLARAT — Victoria June 7, 8, 9, 1986 at the Ranger Barracks Drill Hall in Curtis Street, Ballarat. Open 10am — 9pm (Sat, Sun), 10am — 5pm (Mon). Admission \$2/\$1. Organised by Ballarat & District Model Railway Club in association with Wendouree Apex.

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TAMWORTH — N.S.W. June 14, 15 1986 at Tamworth Town Hall, Fitzroy St., Tamworth. Open 9am-6pm (Sat), 9am-4pm (Sun). Admission \$3/\$1. Organised by the Challenge Foundation of Tamworth.

PENRITH — N.S.W. July 12, 13 1986 at the Penrith Showground, corner Station and Ransley Sts, Penrith. Open 9am-6pm (Sat), 10am-5pm (Sun). Admission \$2/\$1, Fam. \$6. Organised by the Penrith and Districts Combined Hobbies Exhibition Committee. Ph. (047) 32 3753.

CASTLE HILL — N.S.W. July 19, 20 1986 at Castle Hill Community Centre, Old Northern Road, Castle Hill. Open 9am-6pm (Sat), 9am-5pm (Sun). Admission \$2/50c, Fam. \$5. Organised by Hills Model Railway Society and 4th Castle Hills Scout Group.

CANBERRA — A.C.T. July 26, 27 1986 at the Malkara Special School, Wisdon Street, Garran. Open 10am — 5pm. Admission \$2.50/80c, Fam. \$5. Organised by the ACT Model Railway Society, Canberra Society of Model & Experimental Engineers and Malkara School P & C.

BROADMEADOW — N.S.W. August 9, 10 1986. Details PO Box 317, Cardiff, 2285. Organised by the Combined Hunter Region Rail Modellers Association.

FORESTVILLE — N.S.W. August 9, 10 1986 at Forestville Memorial Hall, cnr Warringah Rd & Starkey St., Forestville. Open 9am-6pm (Sat), 10am-5pm (Sun). Admission \$2/\$1. Fam. \$5. Organised by Autistic Childrens Association of NSW and North Shore Railway Modellers Association.

LIVERPOOL — N.S.W. October 4, 5, 6 at E.G. Whitlam Recreation Centre in Woodland Park, Memorial Avenue, Liverpool.

More DIARY on page 19.

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JUNE 1986
Issue 138, Vol.12. No.9
AT ISSN 0045-009X

The official Journal of the Southern Cross Model Railway Association (SCMRA) in Australia.

Published bi-monthly by SCR Publications of Box 4 P.O., Little Bay 2036 for the Southern Cross Model Railway Association. All rights reserved and all editorial matter copyright.

Registered for posting as a publication — Category B. Printed by Diamond Press (NSW), 66 O'Riordan Street, Alexandria, 2015. All compilation, editorial and distribution work is carried out by voluntary labour on a non-profit basis.

DISTRIBUTION: Subscriptions, SCMRA members, hobbyshops and Associations by SCR Publications; newsagencies and bookstalls by Gordon & Gotch Limited.

CONTRIBUTIONS in the form of articles, photographs, hints, letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Please pack photographs and diagrams between stout cardboard before posting. Indicate whether photographs are to be returned and if trimming is forbidden.

SUBSCRIPTIONS: Rate (by surface mail) \$17.20 per year (6 issues); overseas \$A21.00 per year. Subscriptions are limited to one year duration. All monies payable to SCR Publications at Little Bay, NSW. Subscription starts with the first available issue available one month after receipt of order. Receipt of subscription is not acknowledged unless requested and accompanied by an SSAE.

ADVERTISING: details available from SCR Publications, P.O. Box 4, LITTLE BAY, N.S.W. 2036. Phone (02) 661 4046 (evenings to 9pm only).

ADVERTISING DEADLINES: For all copy is as follows:-

August 1986	11.6.86
October 1986	13.8.86
December 1986	15.10.86
February 1987	10.12.86
April 1987	13.2.87
June 1987	9.4.87

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The Australian MODEL RAILWAY Magazine is published by SCR Publications, P.O. Box 4, Little Bay, 2036. Please address all correspondence to the Editor.

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Australian Model Railway Magazine

COMMENT

The Highs and Lows of a Challenge

For me, one of the highlights of the model railway hobby is the exhilaration of a challenge. I wonder how many readers also enjoy a challenge?

When I came into the hobby the challenge was to obtain a selection of locos and rollingstock quickly. Sure I could scratchbuild both, but I was painfully slow in achieving the final result. Rollingstock became easy with the use of patterns, room-temperature-vulcanising silastic rubber and Plastibond. The kits were a bit rough, but results were quickly obtained. A challenge was met and beaten and many of the models are still in use.

Locomotives became possible in kit form from England. The challenge was to organise the correct plans, photos and other interested parties to make it viable, and was a pleasant achievement.

When rebuffed from joining a club due to numerical restrictions it was a challenge to find a number of other modellers who would be interested in forming a group. It took years, but eventually the challenge was finally met and the benefits are still being enjoyed.

The same could be said when I joined AMRM. A number of objectives were set and met, all through the challenge of meeting an objective. However it has not all been 'beer and skittles'. Quite often fingers were severely burnt striving for that impossible goal and nothing brings one back to ground quicker than embarrassment in front of your peers or those you care about.

For some unknown reason, one of my secret desires was to own a model of the car I drive. It is unexplainable for it is only a rectangular form of white Japanese technology, but all the same the desire to obtain a model was there, if only in latent form. The kindles of fire were lit. However when Model Railroader ran an advert illustrating a sketch of my van, Yankee dollars were quickly obtained and dispatched for price and catalogue . . . but nothing. But then, a few days ago, the word was out that they were available in town. Fantastic! A quick trip which included illegal parking and for six dollars an HO scale model was obtained. Sure it was of the American version, with sliding doors both sides and the wrong colour, but I had met the challenge and obtained another objective.

Upon arriving home, my excitement was quickly dented. Upon showing my sons the model and expecting a comment re the colour, one eight year old piped up 'But Dad, the steering wheel is on the wrong side.' The depths of depression were quickly reached, but then . . . maybe it would be easy to fill in a side door, change the seating and steering wheel position and then repaint the van. Oh, the exhilaration of a challenge!

Yes, it is a great hobby, even if the challenge is not fully accomplished.

Bob Gallagher.

CONTENTS

PAGE TWELVE — Corio Model Railway Club

THE BREL VALLEY CENTRAL

SCENIC ROUTE

EXHIBITION REPORT — Camberwell 1986

COLOURFUL DIESELS — TASMANIA

MODELS FROM THE WEST — Gavin Stallard

WHAT'S IN A NUMBER

MODELLING PROJECT: Victorian Railways J Class 4 Wheel Cement Hopper in HO Scale

MODELLING PROJECT: L797 Open Wagon

KEEPING ATHEARN ON THE TRACK

THE GRANVILLE RAILWAY

REVIEWS

NAMED QUEENSLAND RAILWAYS DIESELS LOCOMOTIVES

LOOKING FOR IDEAS: Which Engine Should Lead . . . Steam or Diesel

THE VICRAIL IC TIPLER WAGONS

N.S.W.G.R. STANDARD 75' TURNABLE

BYE, BYE, BRIDGY

PREVIEWS

MAILBAG

AMRM NEWS

N.S.W.G.R. GUARDS VANS 1891 — 1953

THE GOOSE BUM LINE

MARKET PLACE

Frank Jones 12

Eric Moss 13

John Agnew 16

Allan Brown 18

Michael Dix 20

Bob Gallagher 22

Ian Dunn 23

Ian Denny and James Leppitt 24

Max Chaseling 27

F.R.Gogarty 28

M.J.Chandler 29

30

30

Phil Curnow 31

P.D.Roberts 32

Alan Templeman 35

Phil Curnow 39

40

42

45

46

Stein 47

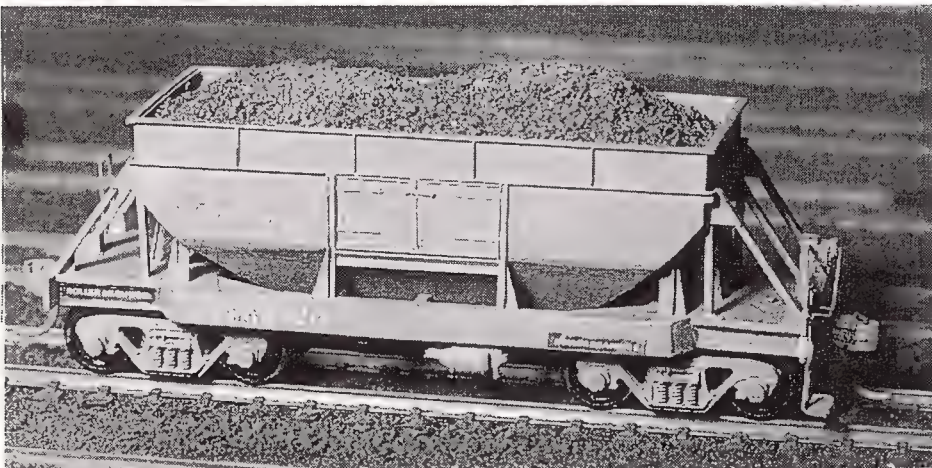
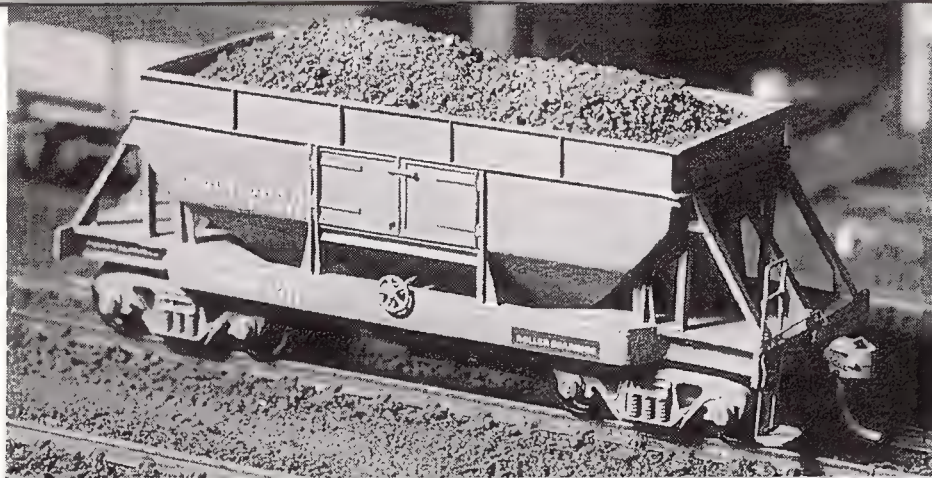
48



ON THE COVER

Electric traction has become the most cost efficient in modern railway traction and while many of our railway systems are turning to electric power modellers are just coming to grips with diesel electric models. The State Rail Authority of New South Wales has recently upgraded its electric locomotive fleet to ensure that coal hauling contracts can be met. Here, three of the latest beasts, 8605, 8612 and 8609, join together to lift a Sydney bound coal express up the steep grades at Zig Zag, east of Lithgow. Photograph by Bob Richardson (3/2/84).

One aspect of modelling that many modellers participate in is attention to detail. The objective is to strive for accuracy and atmosphere. The above photo illustrates the attention that Graham Fraser has applied to detail on his scratchbuilt V.R. J class and the kitbuilt (BGM) water crane. In colour the water crane is spotted with rust, especially around the moving parts, while the light dust highlights the bogies. Naturally, the side of the rail is a rust colour. Photo by Graham Fraser.

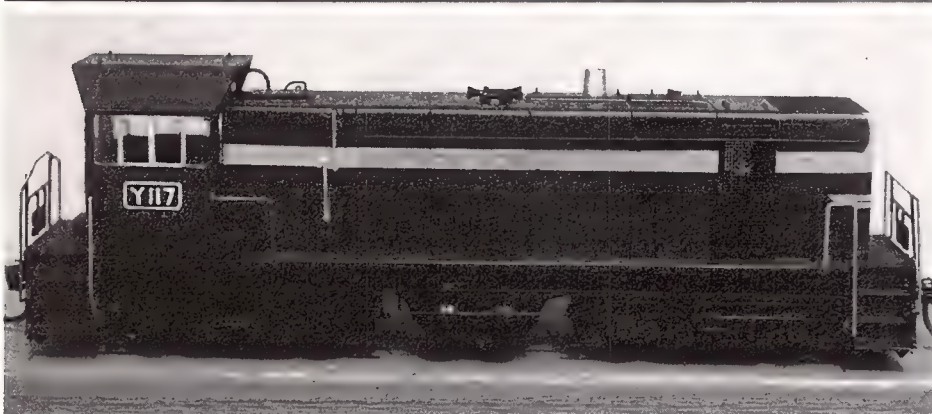


This issue of **PAGE TWELVE** features models built by members of the Corio Model Railway Club, many of whom model in HO scale Victorian Railway prototype. These models can be seen on the large layout exhibited by the Corio members. Photography by Frank Jones.

VHWA 420 ballast hopper is the work of Ray Jazyna who made up plans from prototype measurements before starting construction. Materials used included styrene, Plastruct, Slater's strip and some components from Broad Gauge Models and Broad Gauge Bodies. The paint was a mixture of Floquil Box Car Red (3 parts) and Zinc Chromate (1 part). BGB decals were 'bashed around' to get the required letters. Weathering is Floquil Earth while the ballast load came from a ballast siding.



VOAA 55 was built by Frank Jones. Two Broad Gauge Models' GY four wheel open wagons were used for the conversion along with a little assistance from the junk box.



Y117 was built by Frank Jones on an Athearn SW1500 chassis, which was fitted with McBees' bogie sideframes.



U vans 1369 and 1231 were painted by Peter MacDonald, using Broad Gauge Models U van kits with hand brake and shunter's steps added. Testors' Box Car Red and Floquil Yellow are the base colours while house paints were used to complete the lettering. Brushes used were numbers 0 and 4 sable signwriters' brushes.



Photo 1 — The port area of the Brel Valley Central Railway with Shennen's sawmill in the left foreground.

THE BREL VALLEY CENTRAL

by Eric Moss

This railway started in 1938 after changing from O gauge to HO scale. The name 'Brel' was made up from family names: B for Brian, R for Richard, E for Eric and L for Lilian. Pamela came later so we called one of the stations Pambulla. The system was initially based on American practice and prototype, although my preference for the local prototype eventually won out.

The first location was my wife's laundry. I did not strike much opposition as I moved in; it was a gradual infiltration.

First a small workbench, then some track above the bench and down one wall. Gradually two levels were added to these sections.

A small terminal and sidings were added all very quietly, without drawing too much attention to these creeping extensions from my wife. Next some scenery and a canyon spanned by a wooden trestle bridge, trees, etc.

One day the big move was made for the complete takeover. All baseboard sections and supports had already been prepared, with track laid on these sections just waiting to be installed. A lift-out bridge to go across the doorway had been finished waiting for the big day.

Then one day my wife went out visiting with the two boys. I didn't want them around; they might have given the show away and brought my wife down before I had completed the extensions.

As soon as the front door had closed, work was commenced. The new sections went over the tubs, across the back of the copper, allowing enough room to place the clothes in (no washing machine in those days). The line consisted of a single track behind the taps allowing enough space for the taps to be manipulated. The lift-out bridge was fitted with a slight alteration. The wiring was connected and the first train travelled over the new sections quite successfully. Many happy days followed for the boys and myself operating the layout.

Only Brian, the oldest boy, remained a model railroader and still is, with three boys of his own.

The blow-up came a few days later — it was wash day. On arriving home from work that night I got the rounds of the kitchen. I told Lilian she must have known what was going on as she was always using the laundry. Her answer was the sneaky way I did it. I was quite pleased with myself, though I didn't show it. In times like these it is better to act contrite, hang your head and say nothing. Anyway, it was too late to object as the take-over had gone on right under her nose. I pointed this out to her.

Lilian is not one to carry a grudge, so a

couple of days later I was able to get on with the railway. I painted the scenery straight onto the walls. Lilian thought it made the laundry a more pleasant place to work in. So all ended well.

The laundry was 8' square and the layout was an inverted figure eight with two levels. Grades were steep but beggars can't be choosers and I had a layout.

The rollingstock consisted of a mixture of NSW and USA prototypes, mostly scratchbuilt.

In 1939 I scratchbuilt a C32 loco using a Hornby OO mech. To go with this engine, three open enders (FO) were constructed out of cardboard with wood floor and roofs. Home

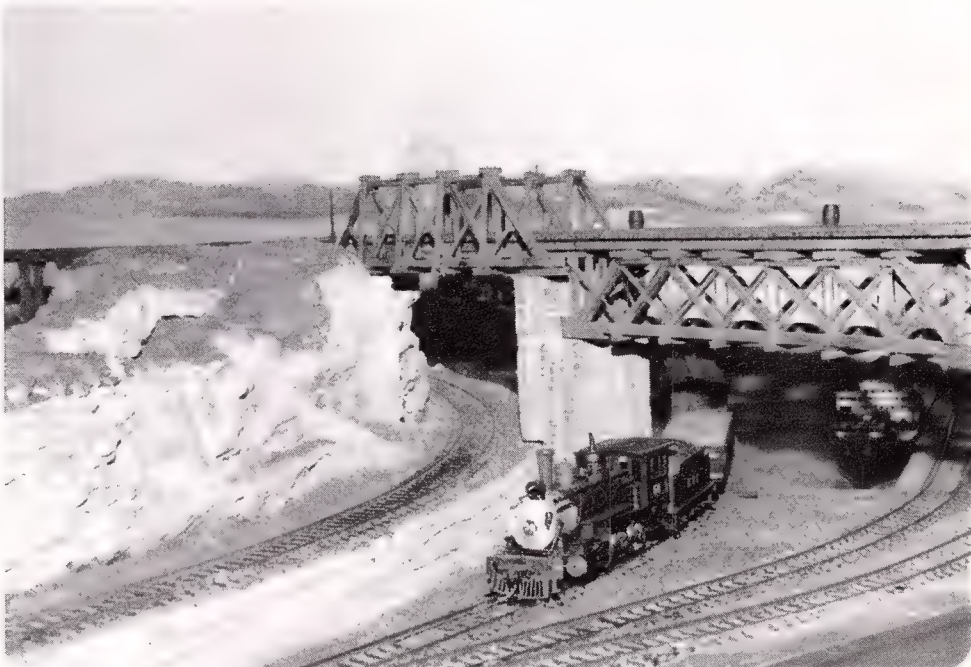


Photo 3 — a slow freight runs under the trestle into the port complex.

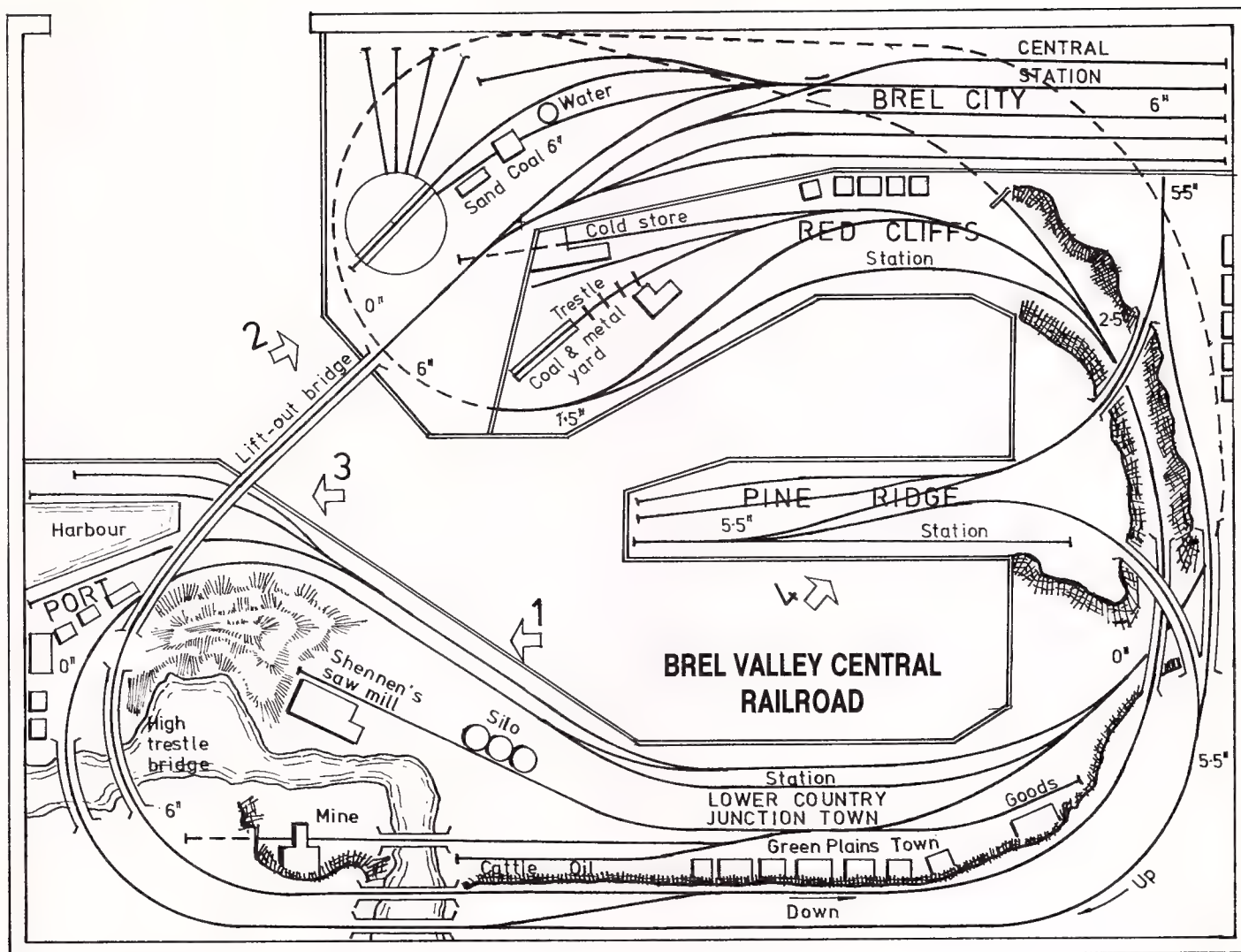


Photo 2 – Central Station at Brel City.

Photos by Ken Smith



Photo 4 – the silver smokebox 2-6-0 hauls a mixed consist of freight wagons into Pine Ridge.



made trucks were made of brass. Goods rollingstock was a mixture of kitbashed Hornby and scratchbuilt. The railway was in business.

Materials, mechanisms, etc. were hard enough to get in those days; you almost had to make everything yourself. To make matters worse, the war came and everything was more complicated.

In 1940 I decided to join the army. After my basic training in the bull ring, I was placed in an engineering regiment drawing plans and making models of fortifications and airfields, finally being promoted to a liaison officer between army and airforce which entailed a lot of flying.

In the early days of the army I met Ted Ryan and Bill Keaveny, both excellent model makers. We three became great friends and had many happy modelling days until their early demise at the ages of 38 and 39 years old. The modelling fraternity lost two very good modellers and I lost two good friends.

In 1944 I was finally discharged from the army hospital after an injury. I was in hospital for six months and while there my wife had sent a photo of my C32 pulling the three open enders crossing the trestle bridge on my layout to the Model Railroader. I received the MR right through the war. My wife would forward it to wherever I was stationed and I don't mind telling you I looked forward to it.

One morning while I was laying in my hospital bed, the nurse brought my mail along and there was the latest Model Railroader. On opening it, there was my photo! What a pleasant surprise — it made my day. My wife hadn't told me what she had done. She had kept it a secret.

A week later my wife forwarded a letter from Frank Shennen. In it he stated that he would like to meet me as we appeared to have

the same interest. To this day we are great friends and have an operating day once a week on each other's layouts. Most of you would have followed the articles on Frank's layout a few years ago in the AMRM.

On my discharge from hospital, I called on Frank and, after a discussion, he purchased the C32 loco. Years later it needed quite a lot of work to be carried out on it. The Hornby mech was never a great success so he gave it back to me. At this time I was all USA prototype so it lay in a box until a few years ago.

The Sydney Model Railway Society had obtained premises at Arncliffe and as they are mainly NSW stock, I started to get the urge to go back to my State's prototype and, of course, with Frank pushing every week, I finally succumbed. Now I'm not one for half measures; I go the whole hog. So the USA prototype is all up for sale — those models which are too good to alter.

The C32 was rebuilt with a new brass chassis and motor. Today it is running after 45 years with its new NSW prototypes, an FSM C36 kit, Prototype C30 with scratchbuilt chassis, Prototype Z19 class from the NSW Western Division Railway (ex Frank Shennen); a scratchbuilt C30T, two scratchbuilt C53s and a scratchbuilt D55 (also ex Frank Shennen). In the workshops are a C38 and a D59, also a set of R class carriages and FOs, with the rest being of the various goods stock — about 70 vehicles all told. All this construction in the last 2½ years.

I have really enjoyed AMRM as the wealth of detail in drawings and photos has helped me very much, especially with the older stock. As you have gathered, I'm mainly inclined to the days before the last war.

The only four photos I have of the layout have been included in this article. They are the only evidence of the before changeover

period.

As that layout has been changed, I shall have to write another story on the development and running of the present layout, plus the description of the various rollingstock if wanted.

I have always intended to write articles for the mag but did not get around to it.

I read Bob Cooke's letter in a recent issue of AMRM and agree completely with him on our railway's new colour scheme and diesels. But I see he has succumbed to the diesels. He has just ordered one. Or am I wrong?

No diesels on my layout; I commandeer all the steam locos on Frank's layout when I can for our operating days.

Well, so long until the next time.

VR VEHICLE COUNTDOWN — 5

In 1974 the VR had 1384 I open four wheeled wagons in service. By 1983 this class of wagon no longer appeared on the register.

Geoff Brown

1986 CLUB LISTING

The Australian Model Railway Magazine will once again be producing a listing of Model Railway clubs in the December 1986 issue. All clubs in Australasia wishing to be listed are requested to provide the relevant details, clearly written on paper and send it to 1986 Club Listing, PO Box 4, Little Bay, 2036. Only listings received between June 1 1986 and October 1 1986 will be included. The following details are required:-

Club name and address (if applicable), meeting days and times, secretary or public contact (including address and phone number) and club speciality. (If special interest in brands, scale or prototype).



'Brunner Panorama'

As mentioned in the article John is also the proprietor of the Railmaster range of NZR kits and this scene illustrates just some of his diesel kits, in made-up form. In the foreground is re-cabbed DG 2140, DI 1808 and DC 4093, all in the modern NZR corporate image of yellow, grey and red. Climbing the hill is a DG and DI combination, both in old livery. The scenic undergrowth is coloured under-felt, a material widely used in New Zealand and the mountain behind the DG/DI hides a return loop. The bridge in the background is part of that loop.

SCENIC ROUTE

Below: Otira on John's layout is operated like the real Otira. Steam and diesel traction is exchanged for electric. In this scene A 428 is about to come off a goods with three Eo class 'trams' waiting to take it up to the Otira tunnel.

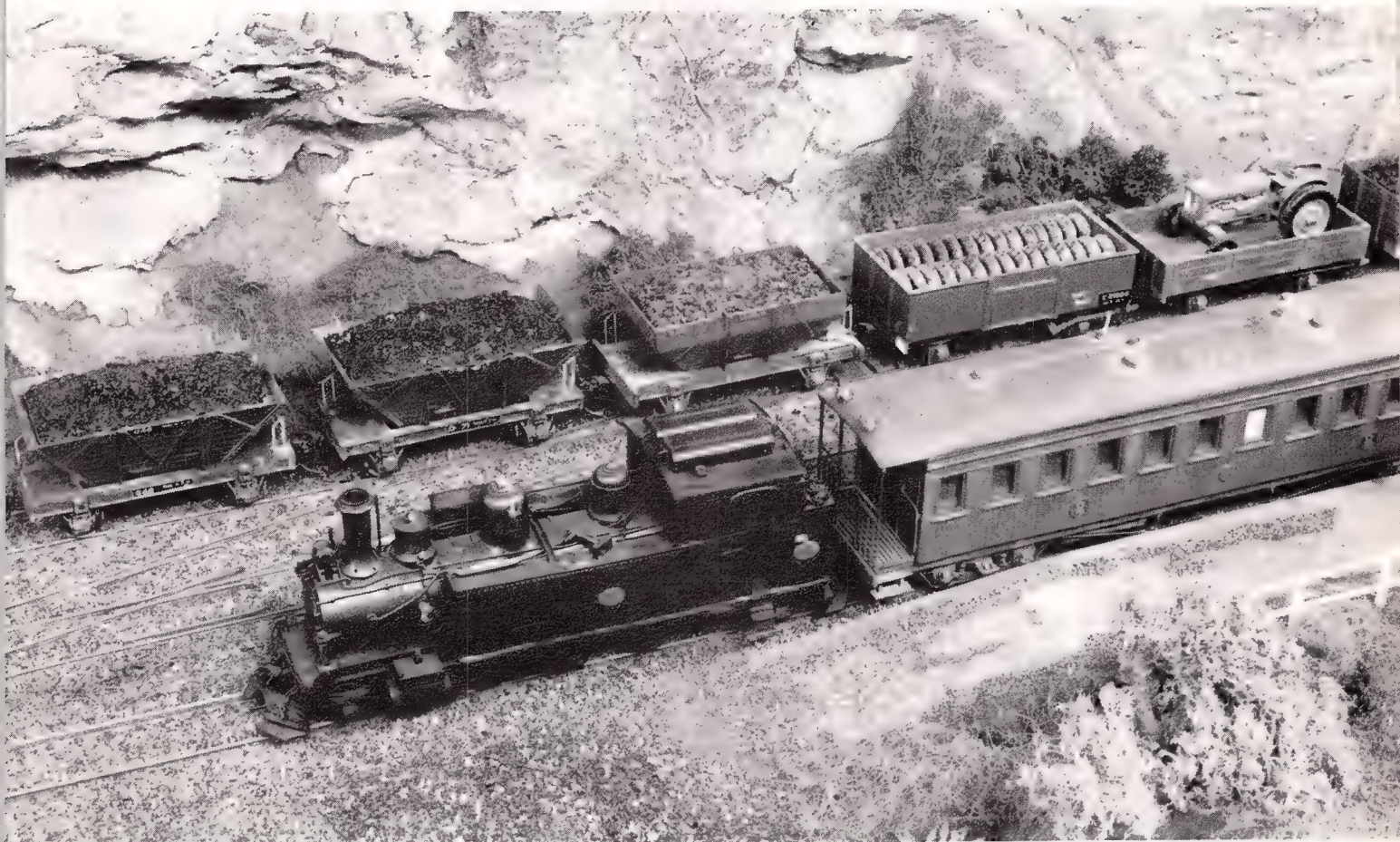


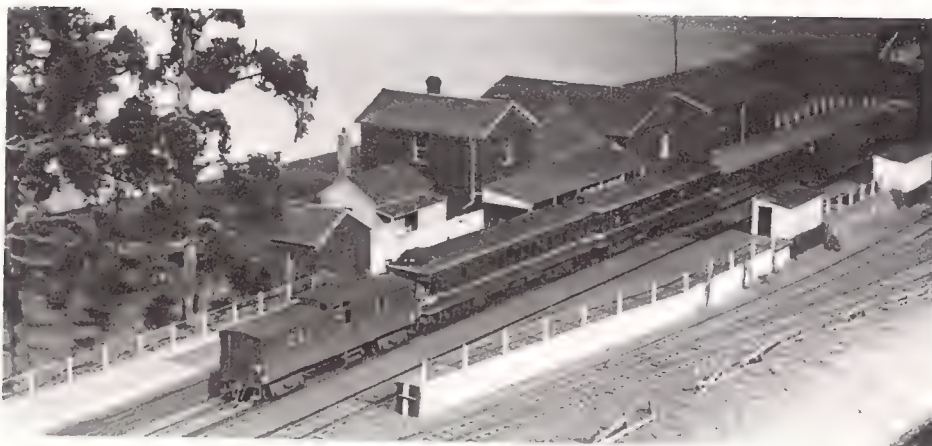


This issue of **SCENIC ROUTE** once again presents John Agnew's New Zealand Railway prototype, Sn3½ scale, layout to AMRM. This layout was covered in the August 1983 issue. These photos were taken by John and present the builder's view of his own work. The colour shot won the colour print award in the photographic competition at the 1986 convention.

'Busy Day at Dunollie'
NZR tank engines feature in this scene where Ww 684 on passenger duties pauses at Dunollie station before passing Wa 289 on a coal drag, while We 376 heads a local shunt.

Below: Another view of Ww 684, this time leaving Dunollie station with a 'hill' bound passenger — bound for Remanui mines.





Twin DERMs and C van at Malmesbury Station.



Double F class enter the platform road at Manuka, feature station on the new Northern Model Railway Society's layout. The crossing gates are locked closed and the red warning lights are flashing.



Y162 and Y175 take refuge on the down side of the road crossing at Manuka.



Gates in the open position at the road crossing at Manuka. Pedestrian gates operate independently, too.

MELBOURNE 1986 CAMBERWELL

by Allan Brown

In keeping with established practice, the 1986 Melbourne Model Railway Exhibition, the 17th such exhibition, was again held in the air-conditioned comfort of the Camberwell Civic Centre.

As with most exhibitions nowadays, I immediately made a bee-line for the commercial stands, else I might miss out on all those 'exhibition specials'. This year there were eight stands, with each proprietor offering varying and, for some, speciality wares. Bill Webb Model Railways, Train World Pty Ltd, The Buffer Stop, Branchline, Hobbycraft, Hobby Yard Pty Ltd, The Engine Shed and The Railfan Shop each got varying degrees of my custom. (Yes, there are things that we can't get in Sydney.)

With purchasing out of the way, I was then able to peruse my exhibition guide and mingle. What did become apparent was the abundance of enthusiast group stands (some eight different ones, I believe). Apart from the host group AMRA, there were SCMRA, the Australian Association of Live Steamers, the Australian Railway Historical Society, and Steamrail Victoria Ltd. AMRA members conducted modelling demonstrations and clinics throughout the exhibition. I must give ultimate top marks in patience to the chap who was hand painting an HO scale brick engine shed — brick by brick, just so that he could retain the white mortar lines! A number of these enthusiast stands were showing copies of the latest videotapes, bringing yet another facet to the hobby.

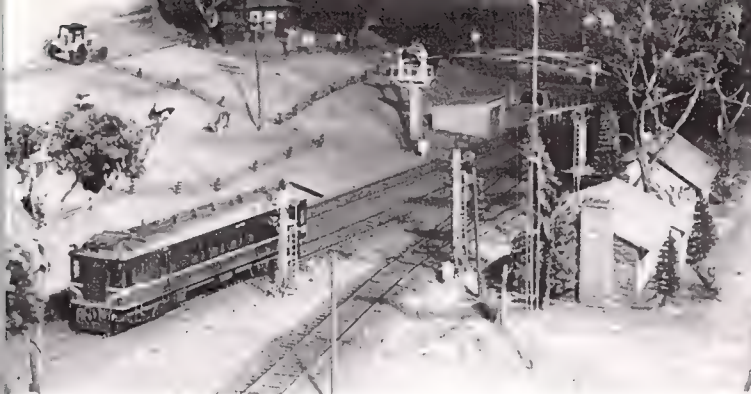
Out of a total of 29 stands at the exhibition, thirteen were of private or club layouts. Of that thirteen, five were narrow gauge (if one considers the Lehmann Gross Bahn LGB layout as being narrow gauge). In narrow gauge was featured, inter alia, the giant Croydon Narrow Gauge Group layout which made its debut at last year's Adelaide exhibition, and Tony Walsham's radio controlled, Kittery, Togus & Maine Railroad (another K.T. & M.), both up to the excellent standards associated with these modellers. Incidentally, the original Kingfield, Twinlakes & Maine — and its abutting Branchline stand — won best commercial exhibit.

Going down in scale we jumped to Z, on the Town and Country Ride. (There were no N gauge layouts this year.) Going the other way there were, in HO, Little River Railroad, the Fingerbone, Deadwood & Lizard Creek Railroad, Malmesbury, Coopers Creek & Helensville Railroad, AMRA's Modrail layout, the Northern Model Railway Society and Die Kurbadtaisenbahn (which won best Private Layout). Last, but not least, in O scale there was the Mohawk Gulch Railroad (doesn't anybody believe in short names anymore?). No, there were no OO scale layouts either.

If you were looking for plenty of local prototype layouts, alas there were only three — Malmesbury (still a top layout, but showing its age), AMRA's Modrail (regrettably running British all day Saturday), and possibly the find of the year — the Northern Model Railway Society. This layout, of no particular Victorian location, features an operating level crossing and operating semaphore signals. Controls were from a 30 arm miniature signal box, which included a miniature wheel for the crossing gates. This layout offers great potential for the future and justifiably won the best Club Layout award.

One cannot report on an exhibition without making mention of the many interstate modellers who make these annual pilgrimages. It seems that there is a regular set of exhibition followers, and meeting up with them makes the whole thing even better.

So, what did I think of the exhibition this year? I



Single DERM accelerates from Manuka.



X49 leads a three loco train through Manuka.

would class it as the 'year of the narrow gauge' which, perhaps unintentionally gave it an entirely different presentation. Sure, I would have liked to see more local prototype layouts, but as we here in Sydney have found out, 'they ain't being built!' So to satisfy my needs I was more than elated with the Northern layout (not to forget also good old Malmesbury), and to take a closer look at narrow gauge for what it is — another scale that many people model in and one which allows perhaps a greater field for fine detailing. The exhibition made me open my eyes a bit wider and in that respect was, for me, an enjoyable success. ■

DIARY

Continued from page 10.

GLEN WAVERLEY — Victoria October 11, 12 1986 at Glen Waverley High School. 8th Annual Exhibition. Open 8am-10pm (Sat), 9am-5pm (Sun), Admission \$2.50/\$1. Organised by the Waverley Model Railway Club.

SUNBURY — Victoria October 25, 26 1986 at Memorial Hall, Stawell St., Sunbury. Open 10am — 6pm. Admission \$2/\$1, Fam. \$5. Organised by Sunbury Model Railway Club. (054) 24 1536.

CONVENTIONS

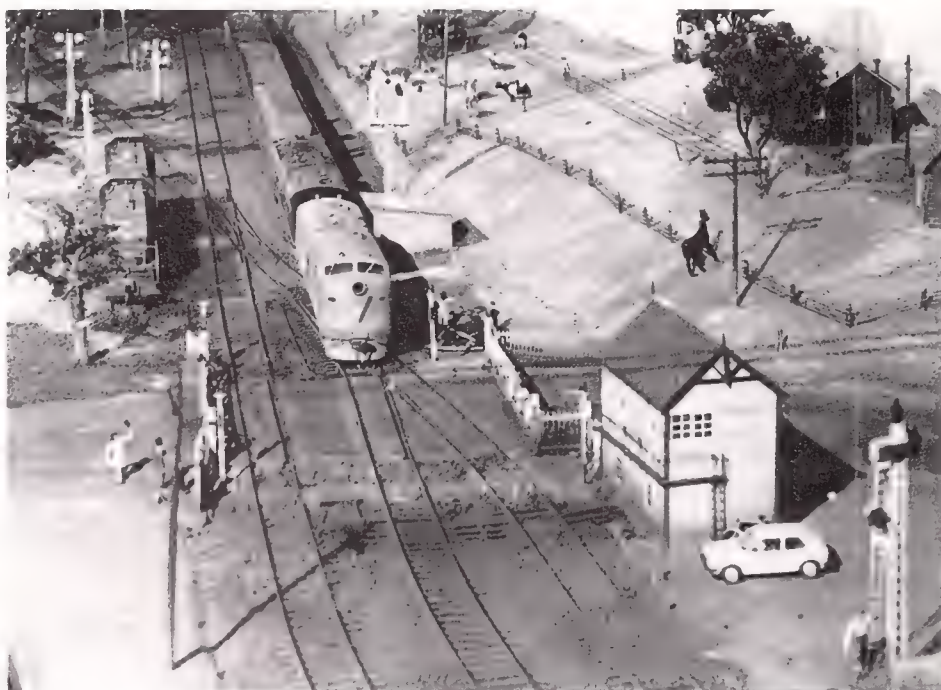
Revesby — N.S.W. July 26 1986 at Revesby Workers Club, 20 Brett St., Revesby. N.S.W.R. Modellers Mini-Convention. Details Ron Cunningham (02) 529 8771.

MEETINGS

BRISBANE — Queensland June 7 1986 at Upper Brookland. 'A Day With Model Railways' — A one day workshop to enhance basic skills will be provided by lecture, demonstration and open forum. All welcome. Details Greg Reason, M/S 525, Ipswich. 4305.

OPEN DAY

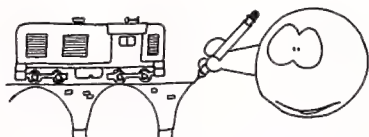
ROCKDALE — N.S.W. July 5, 1986 at AMRA Clubrooms, Chapel Lane, Rockdale at 2pm (to 5.30pm). Organised by the N.S.W. Branch of the Australian Model Railway Association.



A heavy freight hauled by a B and an S class approaches the road crossing at Manuka. Note the point and signal rod along the track centres.



With the signal at clear, X49 engages first notch to get its train rolling out of Manuka.



"Drawbridge."

VICTORIAN MISCELLANY

Lamp Brackets

One Sunday afternoon recently, while building a VR Z van, I came up against the problem of simulating lamp brackets. After trying the various materials in scrap boxes and not having any thin brass, I ended up using Northeastern 2" x 1" scale timber. First I smoothed the timber with an emery board, then bent the kink needed with tweezers and soaked the timber with Network 800 E 2000 super glue. After the Network had dried, I cut the bracket off and rounded the corners. The result was quite satisfactory.

Hugh Budge



Inside the signal box at Manuka, the Northern Model Railway Society's layout. All levers are hand-made (approx 8" high) and are connected by cranks and levers to their relevant semaphore signals. The wheel on the left operates the level crossing.



AN green ZA4 and yellow ZA5 at Launceston, 13 th January 1984. The bogies, fuel tank and underframe of ZA4 are silver, rather than the yellow and black of the 'corporate image manual'. Photo by Andrew Dix.



COLOURFUL DIESELS TASMANIA

Michael Dix

The adoption of the Australian National green and yellow colour scheme is the fourth major colour scheme carried by diesel locos of the former Tasmanian Government Railways. The first diesel-powered locos placed in service, four V class shunters imported from England in 1948, were painted green, which was the colour in use on carriage stock at that time, although the diesel railmotors acquired from 1938 had been painted cream and green.

The years 1950 to 1952 saw a large influx of new motive power onto the TGR system, comprising the X class diesel-electrics, M class and H class steam locos, two V class shunters and a further six railmotors. All this stock was painted dark green, except for the railmotors

Centre: The red TGR logo was painted out on most locomotives and a black ANR substituted. Y4 still has red cab numbers, but the front numbers are covered with reflective tape. Yellow bogies had just been fitted when photographed at Launceston on 22 August 1983.

Left: Diesel-mechanical shunter V6 was the last locomotive on register to remain painted in the old TGR red, retaining this colour until written-off in August 1983. Photographed in Launceston roundhouse, 19 June 1981.





X1 and X16 in the new yellow TGR livery, with red logo and red numbers, hauling the Tasman Limited at Bridgwater, 21 July 1978.

which were green and cream. The X class diesels were painted green over the entire body (including roof) with black bogies and red headstocks. Coloured bands were later added to the ends of the X locomotives, either as a broad cream band or a narrower yellow-orange band which dipped down to the headstocks.

The introduction of the loco hauled 'Tasman Limited' in December 1955 marked a change in colour scheme for the TGR, for the new carriages built for this train were painted red and cream in lieu of green. Red also began to replace green as the primary body colour on locos from mid 1954. The body of the X class diesel-electrics was repainted red with a cream waist band passing right around the loco, dipping down in a broad vee to the footplates on each end. The roof and bogies were black. New shunting locos of the U, V and W class were also painted red, but without the cream waistband. One exception was V13, purchased secondhand from Mt Lyell in 1964, which retained its green body colour for some time.

Red also replaced green on the railmotors, and red and cream became the standard colour scheme for corridor passenger carriages. Steam locos H2, H3 and H6 were also repainted red in the late 1950s, as were the four MA class steam locos converted from M class locos in 1957 and 1958. The Y class diesel-electrics, introduced in 1961, were painted red, but with a different yellow lining scheme to the X class.

The red colour schemes remained in use with little modification until 1971. Silver bogies replaced black as the bogie colour around 1968 and some locos had white painted numbers in place of chrome.

The 1971 railway centenary saw the adoption of a new TGR logo. This was followed in August 1971 by the adoption of a new loco colour scheme, comprising a bright yellow body with black zebra stripes on each end, black roof, silver bogies and underframe and red headstocks. Loco numbers were painted red and the new TGR logo applied to the long hood and was painted in red, outlined in black. The new colour scheme was first applied to new locos Y7 and Y8 and was to be subsequently used on all diesel locos.



Y7 was the only member of its class to be repainted green as at March 1986. Unlike several earlier X and ZA class repaints, Y7 received the full corporate image with black underframe and yellow bogies. Photographed at Hobart on 14 September 1983.

All repainting was done at the Launceston workshops and by late 1977 all X, XA and Y class locos had been repainted. During this time, the Z and ZA class locos were delivered new in the yellow colour scheme. Repainting of diesel shunters was slower, due to their infrequent visits to Launceston. Only one U class loco (U3) was repainted yellow, all other class members being red until disposal. Both W class locos were repainted yellow and all V class locos, except V6, eventually received the new colours.

Despite full operational control of the TGR system passing to the Australian National Railways Commission in March 1978, there was initially no change in loco colour scheme or logo. However, from at least early 1979, locos repainted yellow did not have the TGR logo added to the sides, but otherwise retained the basic scheme; locos noted with no logo at this time were X10, Y6, V2 and V4. The use of the

black, italicised ANR lettering in place of the TGR logo first appeared on Y1 in November 1979. The painting out of the TGR logo and replacement with the ANR lettering took place in April-May 1980, with nearly the entire loco fleet being treated at this time. Diesel shunters which did not pass through Launceston Workshops after this time (VA1, VA3, V8, V10 and V13) still retained the red TGR logo. The ANR lettering was added to V4, but V2 had no 'logo'. With the exception of V5, V8 and V13, all shunting locomotives have now been written off.

Only two mainline locos, ZA2 and X4, escaped this relettering. ZA2 retained the TGR logo till at least July 1980. This was later painted out, but the ANR lettering was never added in place. X4 was involved in a major derailment in October 1979 and remained stripped until September 1981, when it was returned to service repainted AN green (AMRM

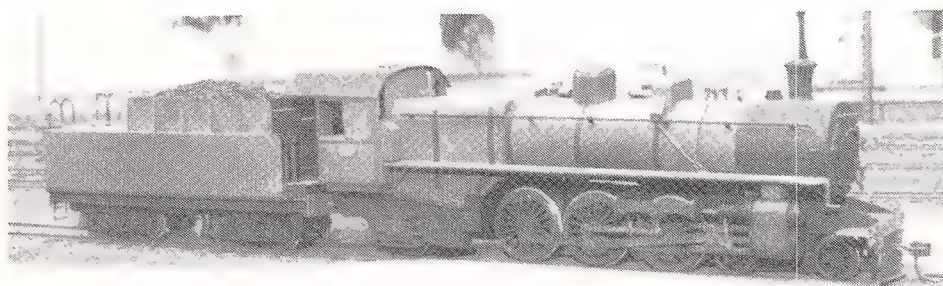
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MODELS FROM THE WEST

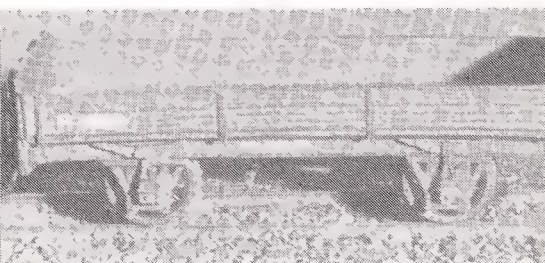
Richard Stallard

Presenting Sn3½ scale models, built by modellers associated with the 'York' layout. This issue, models built by Richard Stallard are presented.

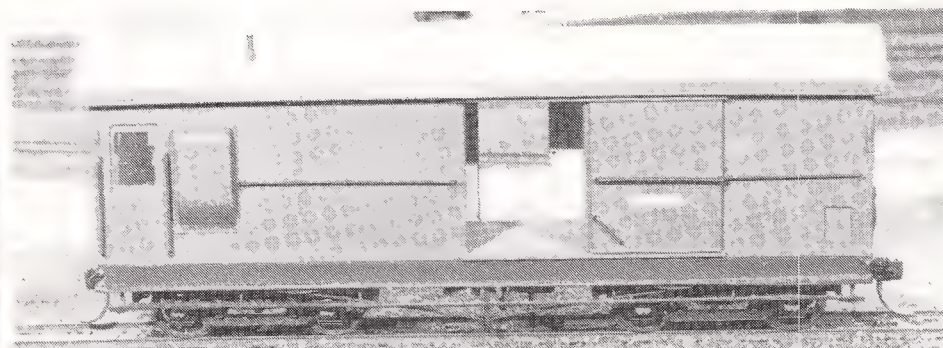
Photographs by Bob Gallagher.



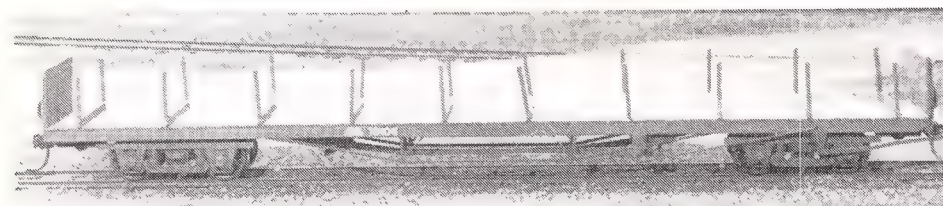
PM713 is a model of a prototype very similar to the class P modelled by Lynton Englund and featured earlier. Richard tackled this scratchbuilding task in a different way to Lynton. The chassis was made from brass bar, the boiler from 25mm electrical conduit, and the remainder of the tender and loco body from styrene sheet. Steam dome, chimney and smoke box door were turned up from PVC rod, and the valve gear and cylinders are from a Mehanotelnika USRA Light Pacific.



H1989 must be a contender in the smallest wagon class! The underframe is based on a Ratio kit, shortened and lowered to suit. Finish is by Humbrol paints, Dark Grey underframe and Matt Brick Red body.

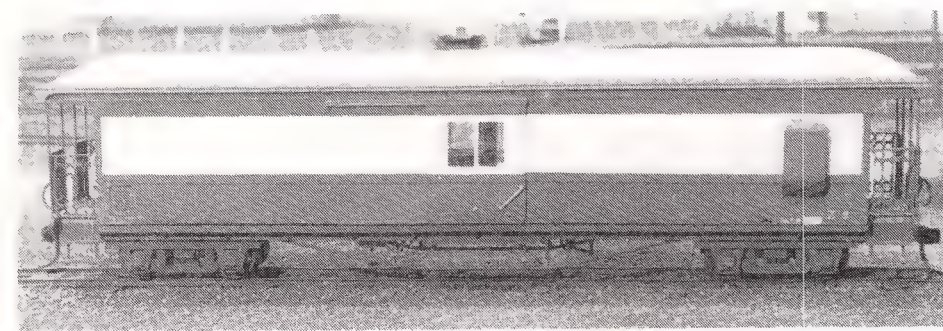
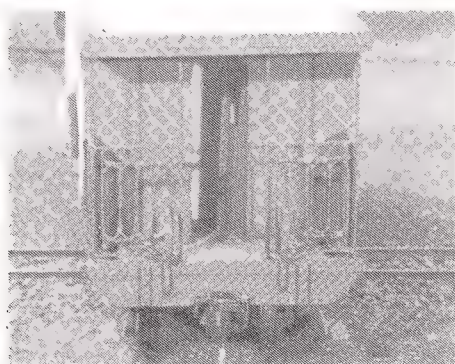
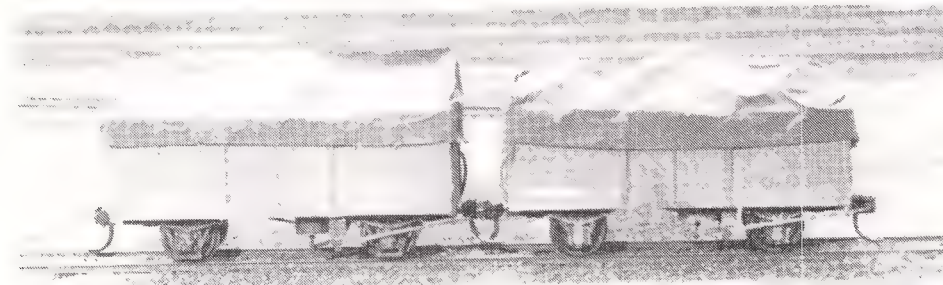


Z 548 has been built from cardboard. The walls were made up from three layers of 0.5mm card with the outer layer handscribed to represent planking and door details. The roof is curved card with a single layer of tissue glued on top for texture. Humbrol paints were used on the body and underframe, Dark Green and Matt Black respectively, and Airfix Buff on the roof.

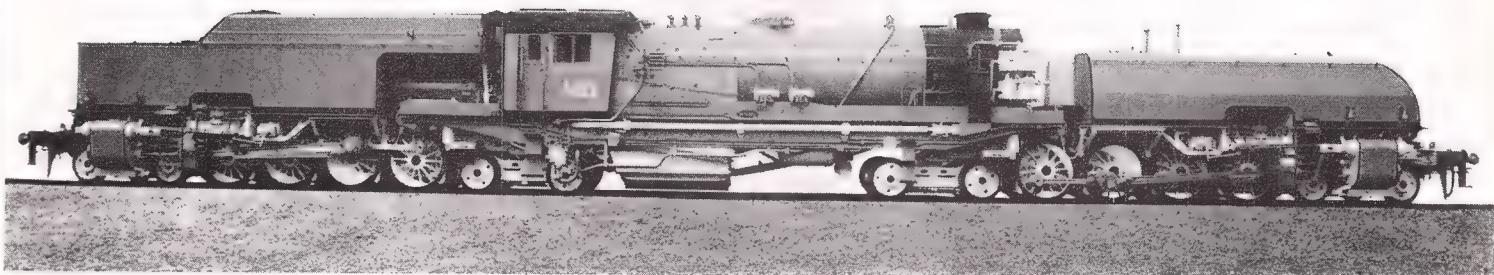


This QS flat wagon was constructed from brass sheet, and styrene strip and sheets, and runs on modified Roundhouse bogies with North Yard wheels. The underframe has been made from K&S square brass tube and channel with wire truss rods soldered throughout. Styrene pieces, scribed to represent wood planks, form the decking.

A pair of GE wagons demonstrating different approaches to achieve the same end. GE 12764 on the left uses sprung W-irons from the Peco underframe kit, and GE 12709 uses EM Gauge Society compensated W-iron assemblies. Both bodies were made from scribed styrene sheet with brass shim for strapping.



Except for the roof carved from solid Balsa wood, Z9 has been built using the same methods as for Z548. The livery is Dark Green with Antique White panel, Buff roof and Dark Grey underframe. Note the wrought iron panels made up from Simpson brass strip.



WHAT'S IN A NUMBER?

Builders' photo showing original style of bunker. Note high position of the handrails. SRA of NSW photograph.



Interesting numbering variation; numbers on both tank and buffer beam. Also note the shorter handrail when used as electrical conduit. Photo RTM Collection.

After purchasing a Mansfield Garratt, I set about consulting the N.S.W. Rail Transport Museum's photo collection and my own books to find a suitable number for it. I was aware, as most people are, that there are two types of extended bunker, but it surprised me how many variations there were when I really started looking. Perhaps the following might be useful.

The NSWGR AD60 class Beyer-Garratts were delivered over the period 1952-1956 and were ordered in two batches, 6001-6025 and 6026-6050. The first batch entered service with a bunker holding 14 tons of coal, which was soon found to be inadequate for some of the

longer runs. The second batch, of which only 6026-6042 were erected (6043-6048 came as component parts, and 6049-6050 were cancelled altogether), was constructed with a larger bunker, noticeably longer, which held 18

by Ian Dunn

tons of coal, and the bunkers of the original batch were altered to conform. The altered bunkers were of two sorts: the more common was similar to the later batch, but lacked the continuous line of rivets right through to the

rear of the coal space, while the other variation was simply a welded-on addition which looked very much of an afterthought. The three batches of Model Dockyard Garratts were all of the original, short-bunker version, while the new Mansfield Garratt is of the 6026-6042 batch.

After a while there were complaints from the crews that they could not hear detonators exploding under the front truck wheels because they were so far away from the cab, with the deafening exhaust in between, so in the period from about 1960 to 1962 equipment similar to a ship's speaking tube was installed to convey the sound into the cab. This 'sound intensifier equipment' consisted of cones suspended immediately beside the leading wheels connected by long conduits across the front unit and along the boiler top to speaking cones in the cab. This gear was fitted to all those Garratts in service in the 1960s. At some time, additional electrical conduits were run along the fireman's side of the front water tank and the bunker on many locos and these conduits look in photographs like a second set of handrails, about 18" below the originals. The Mansfield Garratt has these conduits. The original position of the handrails on the rear bunker was level with the rear deck, and extending all the way forward to the cab. Most locos had these handrails lowered by about a foot and moved to the rear so that they now extended from the back of the bunker to the front plate of the water space, although some were shorter. As the Mansfield Garratt is modelled with the original style of handrail, the available numbers appear to be limited to 6029, 6032, 6034, 6040 and 6042, these being the only ones with that

Continued on page 27.



6015 sits at Waterfall after bringing a load from Enfield. The bunker is from the second batch (despite being on 6015!). Note the full length reinforcing strip about 12" from the top, the lowered handrail which doubles as electrical conduits, and which therefore extends the full length of the bunker. Photo by Greg Morahan (July 1968).

Victorian Railways J Class 4 Wheel Cement Hopper in HO SCALE

by Ian Denny & James Leppitt

Late afternoon sun and a pending storm help highlight weathering details on the four wheel cement hopper. Photographed at Benalla by Bob Gallagher (23 August 1985).



This article has been written as a guide to producing a reasonably accurate model of a J cement hopper (Nos. 1-7 and 28-77). Obviously there will be many who will consider the model to be inaccurate, especially the shape of the hoppers. However, as it is unlikely that this wagon will be available in kit form before the prototype becomes extinct, we considered the conversion to be a worthwhile project.

The first seven four wheel cement wagons were introduced to the Victorian Railways in the 1957/58 period, numbered X1-7. These wagons were converted from the CK pulverised brown coal transporters of the late 1940s/early 1950s. Due to an increase in traffic, and the success of these conversions, a further 70 vehicles were built in the 1959/62 period. The last vehicle in the class X77 (now J77) has the distinction of being the last four wheel wagon to be placed in service by the Victorian Railways, during August 1962.

There are two main body styles. Wagon numbers 28-77 are similar to the CK design which has two large cylindrical hoppers on the wagon underframe, whereas wagon numbers 8-27 have two smaller hoppers.

In 1961/62 seven wagons were converted for the transport of bulk flour and numbered FX1-7. Between 1964 and 1967 a further five wagons were converted for bulk flour (Nos. 8-12). However by 1972 all had been converted back to cement hoppers except Nos. 8 and 9.

With the introduction of the standard gauge in 1963, all FX wagons were recoded to FJ and the X wagons to J because of the use of the X code to denote bogie exchange vehicles.

Originally the air feed pipes were fitted to both sides of the wagon but this was reduced to the handbrake side only during the mid 1960s.

Materials Required

- 1 Broad Gauge Models GY kit
- 1 Broad Gauge Models PW2 brake detail kit
- 1 Lima 4 wheel cement wagon (Lima Aust 84/85 — Catalogue No. 30.2808, No.30.2809)
- 1 pair Kadee No.5s (or your favourite coupler)
- Handrail wire
- 20 thou. styrene sheet 10 thou. styrene sheet

These two photographs illustrate both sides of J40, one of the subjects of this article. Note that the brightness of the VR red has been dulled by time and the cement dust. Jim Leppitt photos.

Underframe

The model has been built on the BGM GY underframe which has been modified to suit. After removal from the sprue, trim a scale 6" off both sides of the GY floor, making it 7'8" wide. The only modification to the solebars is the removal of the door post lugs. These should be cut off flush with the edge of the solebar. The underframe can then be assembled as per the instructions with the kit, including the addition of the brake cylinder. Two strips of 10 thou. styrene 7'8" x 1'3" are glued across the ends of the floor, flush with the top, to represent the buffing beams.

As the prototype hoppers are fitted with lever handbrakes the GY brake detail kit and shunters steps can be fitted. Kadee No.5s will fit onto the underframe. However some filing of the buffer beam may be necessary to get them at the correct height.

Hoppers

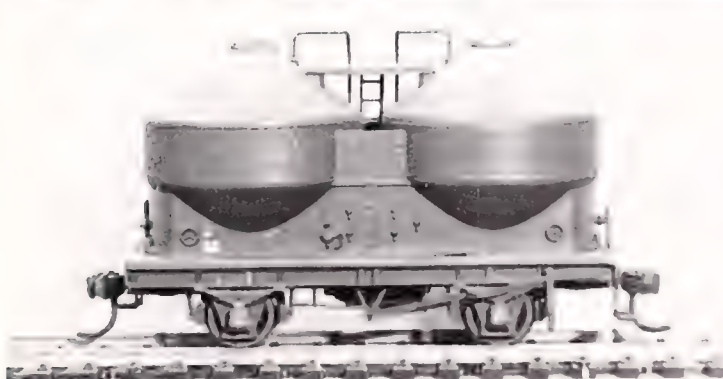
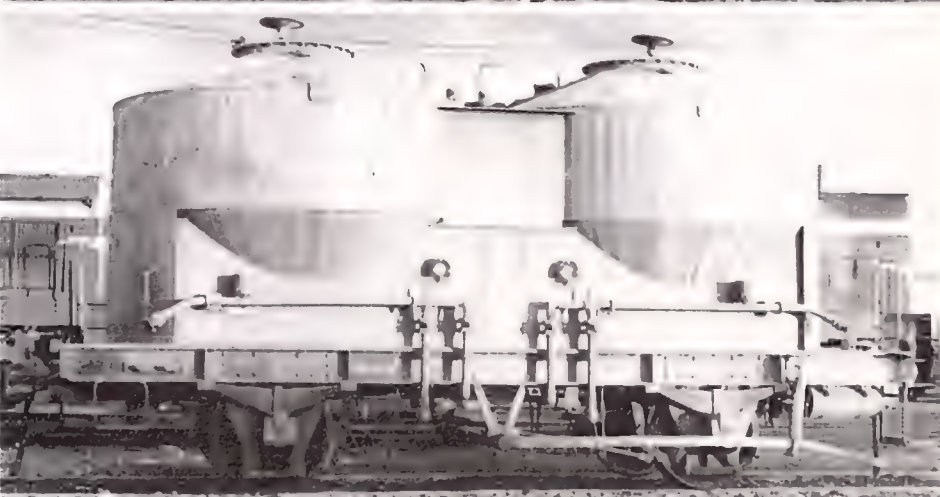
Before unclipping the hoppers from the Lima underframe carefully cut the lugs that hold the bottom of the ladders to the underframe on both sides. Remove both handrails, walkway and ladders. Cut the four mounting lugs off the bottom and trim back the half round protrusions on the ends of the hoppers until they are flush. Clean up with a file. The fill-in between the two hoppers should be the same height as the vertical section of the sides. This can be achieved by glueing a piece of 20 thou. styrene 3'x 1' to the top of the existing surface.

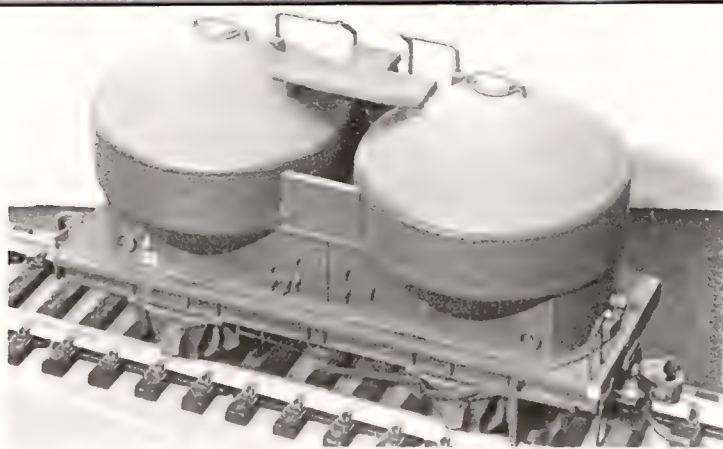
As the handrails will only be fitted to one side of the wagon, the two holes on one side of the hoppers can be filled and filed smooth. One side of the walkway (including one ladder) is cut off so that the walkway is T-shaped. The original handrails can now be fitted. It is recommended that they be cut shorter at the bottom so that they will sit lower and therefore reduce the overall height of the wagon. Glue in place from the inside of the hoppers.

Assembly

The hoppers can now be glued centrally onto the underframe ensuring that the handrails are on the opposite side to the handbrake. The walkway can now be fitted with the ladder on the same side as the handrails. Glue the bottom of the ladder to the edge of the underframe. Two shunter's handrails 2' high should be formed from wire and fitted to the underframe at each end above the shunter's step.

If desired, the airfeed pipes could be added to the same side of the wagon as the handbrake. A careful study of the prototype will re-





A collection of J wagons.

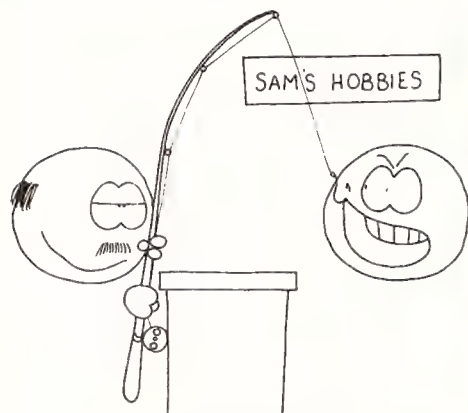
veal other detail that could be added to your model.

Finish

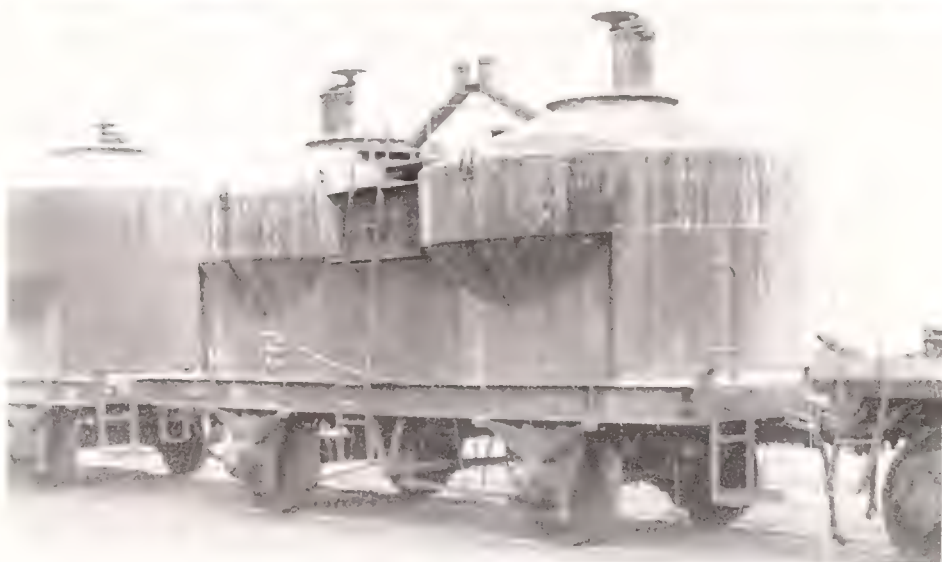
The completed model can now be painted standard VR wagon red, although some of the FJ wagons did appear in an aluminium colour with some wagons painted with advertising. The wagon class and number can be added to both sides of the hopper at the left hand end using either dry lettering or decals. A white square can be added to either the lower corner of the hoppers or the corner of the underframe above the handbrake lever. This is to enable shunters to locate the handbrake easily. If you wish to weather your model, a spray of matt white to all vertical surfaces, especially the hopper tops, reproduces the coating of cement dust found on these wagons.

If two wagons are built, the GY sides and spare floors can be used to construct an E wagon as described by Peter Eisenhut in AMRM, April 1984.

Special thanks to Peter Vincent for the prototype notes. ■



"Business slow, Sam?"



J14 is the style of cement hopper not covered in the article but the difference in hopper style can be clearly noted.

L797 (or L799)

Max Chaseling kitbashes a four wheel Way & Works van

One quiet Saturday afternoon I took the unusual step of cleaning up my modelling workplace. This is a writing bureau with book shelves above and the tendency is to shove bits and pieces into the many pigeon-holes for 'later-ron'. This would be great but 'ron' does not always arrive.

An interesting packet fell out from one of the refuges in the form of a Ratio wagon underframe kit. I remembered buying two to build ALY vans (from Sunshine Division's QLX cardboard kits) for the Club's standard gauge Queensland trains.

Also on the desk was a bunch of photocopies of interesting NSW rollingstock articles taken from my AMRM set before I sent it away for binding. The immediate reaction was "I wonder what it can be used for?"

Page 28, AMRM, Jan/Feb 1978 has an article on L797, a four wheel departmental open wagon. The wheelbase is less than 1mm out, the journal box is similar and a half-blind modeller will pass the buffers. The wheels are of no use so throw them on the scrap heap behind your wagon shop after you paint them rusty. You may even consider cutting a large flat on each wheel and sit them in a pool of mud and bullrushes.

Before rushing in, wheels and axles were selected and in this case the choice was limited as stocks of 10.5 metal tyre spoke wheels had been exhausted. The two best axle sets of a box full of PMH 'goodies' were selected and the needle(?) points were re-machined in a Unimat with the wheels running the best approximation to true. The main problem with these wheel sets appears to be wheel wobble and this appears to be caused by axle distortion during the moulding process. By comparison, their moulded axle is much thicker than others who adhere to this form of production. It may be possible to re-machine out the wobble with a special chucking device but if you count your free time thus spent, it could be cheaper to buy top quality wheel sets. I chose a point-to-point axle length of about 23.5mm. This was used in conjunction with Delrin bushes fitted into enlarged axle box holes.

It is considered that polystyrene is unsatisfactory as a bearing material as it is softened by most lubricants and wears rapidly when unlubricated. Delrin bushes are available from most hobby shops who are interested in kit and scratchbuilders.

The above arrangement permitted an assembly of 23mm between side-frame mouldings and ensured a reasonable step in under the wagon sides. The overall length of these frames was adjusted to give a length of 65mm over buffer beams of the frame assembly. The buffer beams had the centre removed and

rejoined to give a finished length of 27.5mm. The frame was then assembled on a flat surface using Testors liquid cement. This is an excellent adhesive used as in the instructions and in a well ventilated air space.

The floor was made from 30 thou. plasticard 27.5mm x 63mm scribed for 6" planks and glued to the assembled frame. Wagon ends 27.5mm x 8.5mm were scribed for planks as in the plan and glued on the buffer beams outside the floor.

Wagon sides 8mm x 65mm were scribed as in the drawing and fitted over the ends and floor and with top level with ends. Sides and ends were made from 30 thou. plasticard.

Wood grain can be simulated on plasticard by scraping sideways with a fine tooth razor saw. It is easy but don't paint it afterwards with a 6" brush and thick paint.

Once this assembly is dry, ribs, hinges and strapping is added using evergreen styrene strip and microstrip (or make your own strip).

Underneath the brake shoes can be fitted. I used a piece of 40 thou. scrap between the underframe inside and the shoes from the kit, modified to hang outside instead of between the wheels. It is advisable to snap in the axles to get the shoes near the wheels without touching.

Kadee No. 5s were fitted using about 90 thou. of packing under the floor. This wagon will go through 2 foot curves with standard coupler mounting and buffers from the kit without buffer lock.

Without access to a good NSW bits supplier the brake cylinder can be a problem. The Unimat again got me out of trouble. I could have used a power drill with some success using sprue from a plastic kit for material. This was mounted on a block to lower it to a height indicated in the article photograph. There appears some difference between the drawing and the photograph.

Weight was added each side of the brake cylinder using sheet lead 8mm x 25mm and contact adhesive.

Paint and decal to your taste and that completes the project.

P.S. The workplace is still a mess.

WHAT'S IN A NUMBER

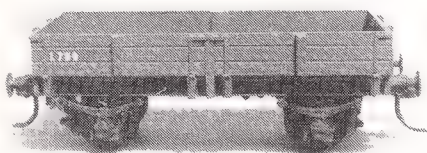
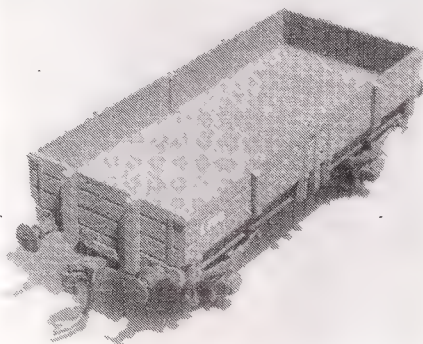
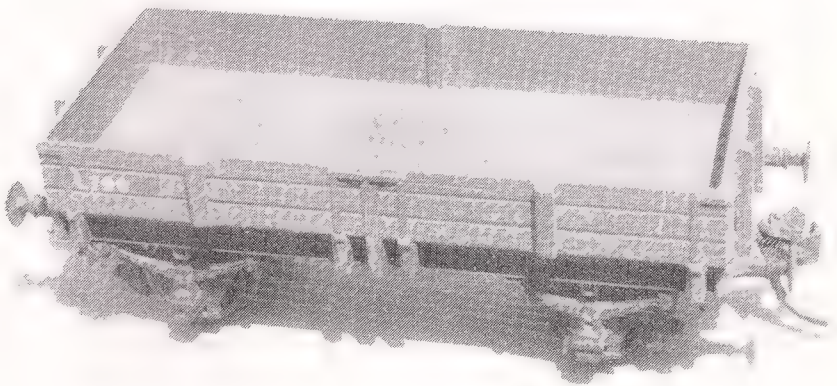
Continued from page 23.

style of handrail. Of these, 6034 and 6042 had the lower handrails in the 1965-1967 period and possibly later. 6040 was not fitted with dual controls for backwards running and so would not have the small DC before its number on the tank and bunker ends.

For those willing to do a little butchery by removing the sound intensifier gear and the additional electrical conduits, the numbers available extend over the full range 6026-6042, but this limits the timescale of the model to the period 1954-1961.

Photos show that some early Garratts ended their days with the second style of bunker. This is explained by the swapping of components between locos when they were being overhauled. The Garratts were separated into seven major components: front and rear engine units, tank, bunker, boiler, cab and cradle unit, and repair of the various items took varying lengths of time, so when re-assembly took place, it was not always the same bits which were re-united. Although the builder's plate was carried on the boiler cradle and the brass numbers were on the cab, the official identity of a Garratt was determined by the engine units, so that builder's plate and number swapping had to be practised to maintain unanimity of identity on any one loco after shopping. In the final days, many locos had lost their builder's plates, which had been replaced by a similarly sized plain steel plate, on which the builder's number had been 'written' by a welder. As an illustration of the foregoing, it may be mentioned that 6042 was entirely replaced in 1969 with parts from other locos: engine units from 6010, front tank from 6039, bunker from 6021, boiler 6040 and cradle from 6035 (with builder's plate from 6033!). This whole confection was numbered 6042 and the original loco of that number was despatched to the scrappers labelled 6021, this exchange of identities taking place for accounting reasons.

In the matter of painting, most, if not all, Garratts entered service with red lining, but this did not last long, and certainly in the 1960s, plain dirt was the universal livery. 6039 had some red lining applied for a tour around 1970, but this soon vanished again under the grime.



KEEPING ATHEARN ON THE TRACK

by F.R. Gogarty

For those of us who are experienced with Athearn motive power, this article will probably be of little value.

However, with the advent of Australian loco body kits becoming available calling for Athearn chassis, the relative newcomer will benefit by making the small modification as described in this article.

If you fit one of the following categories then read on, it's for you.

1. Run Athearn motive power.
2. Run on a layout with fairly tight curves (your trains stupid, not you).
3. Wish to run Australian locomotives with Athearn chassis.
4. Want trouble-free running.
5. Fit all the above categories and be happy to do so.

The worst experience for the unwary is to place a new loco on a layout and watch it run smoothly until it negotiates a curve and heads off into the scrub.

This article is based on my experience with powering Lima 44 class with Athearn PA1 and the 422 class with the SD9 chassis. The same modification applies for all long wheel base chassis. It does not apply for U33C, Trainmaster or similar short wheel base bogies.

Now, having said all that, here we go. Turn your loco upside down and try to move the wheels sideways. Pretty neat fit, aren't they? Right, have a look at diagram 1. The long wheel base bogies have insufficient side slop to allow negotiation of less than reasonable curves. We want the wheels to stay on the track and follow the curve as shown in diagram 2. The diagrams could be exaggerated, however they are only to illustrate what I'm trying to say.

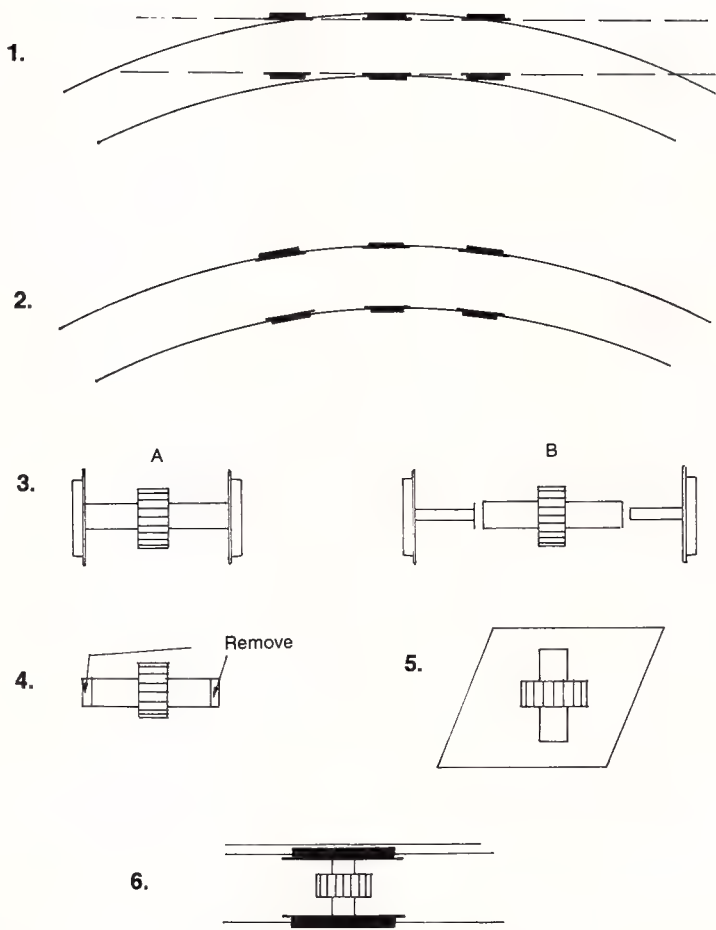
Remove body from chassis.

VERY, I repeat, VERY carefully remove the plastic baseplate that holds the bogies together. (Break the lugs and she's -----ed!) Remove the wheel/axle assemblies. The bogie halves will tend to separate automatically on removal of baseplate.

Remove the wheels from the geared axle by reverse twisting and easing apart. See diagrams 3A and 3B. A Word of warning — use fingers and thumbs only — NO TOOLS. Teeth are for meshing, holes are for filling and wheels are for track contact. All must work together in good condition.

We are now going to take approximately 1mm from each end of the axles. See diagram 4. Lay a sheet of Wet & Dry on a flat surface and carefully remove end of axle. See diagram 5. If you are confident and careful enough, hold the axle between finger and thumb and remove axle end with a warding file or similar. Having reduced the axle ends by 1mm, replace wheels and test the gauge on a length of track. A little too much removed will not matter as the gauging will compensate to a fair degree. Gauge the wheels to maximum slop that will allow the treads to still be track-bound. See diagram 6. Treat all axles the same way.

On reassembling the bogies, there is no need to worry about insulated sides or what axle goes where. The steel wheels do not contact each other through the plastic axle and all wheels are driven identically. Possibly, if this procedure is adopted with a loco that has been run in, it would be advisable to replace in same order as removed.



Stick the whole thing back together to original order and track test.

The wheels being to RP25 profile will travel all my track and points (both Peco code 100)

with no trouble and the improved performance makes this small project worth every one of the approximately 15 minutes taken to do it. ■

COLOURFUL DIESELS — TASMANIA

Continued from page 21.

Issue 119, p.47). The red TGR logos on X8, X17 and X31 were not painted out, the black ANR lettering simply being painted over the top of the existing logo.

A further change in appearance occurred about September 1980 when the class letters and numbers on the cab front and long hood ends of Y, Z and ZA class locos were covered with white reflective tape and the immediate background painted black, enabling easier identification of the loco. The cab-side numbers on most X, XA and Y class locos were painted silver in November 1980 but the numbers on the cab front and rear hood of X and XA locos remained red until early 1984, when they were raised to beside the headlights and covered with reflective tape.

The last major change in colour scheme occurred in March 1981 when X21 was repainted in AN green (see AMRM Issue 119, p.41). Ex-TGR locos repainted to date (September 1984) have been X4, X20, X21, X26, Y7, ZA1 and ZA4, but the former TGR yellow still remains the dominant colour scheme. (The colour schemes of the ex South Australian Railways 830 class locomotives transferred to Tasmania after 1980 were featured in Issue 127 of AMRM. ■

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These binders are available from some hobby shops or by mail order direct from the Service Director, Southern Cross Model Railway Association at a cost of \$6.00 plus postage. Postage and packing is \$3.00 for up to 10 binders in N.S.W. and \$4.00 for up to 10 binders in other states. Please send cheques payable to Southern Cross Model Railway Association to:-

P.O. Box 317,

EPPING. 2121.

The binders are of the twelve wire type and will accept most other model railway magazines.

Please allow four weeks for delivery. The binders will also be on sale the exhibition at West Ryde, N.S.W. on June 7, 8 and 9 1986.

Back Articles — AMRM.

Photocopies of articles from out-of-print issues of the Australian MODEL RAILWAY Magazine are now available from Southern Cross Model Railway Association. This covers issues 2 to 90. The cost is 20 cents per page plus 65c postage and packing. Allow enough money for the number of pages in an article, a credit note will be given for any excess monies. With plans there is a slight shrinkage. Send cheques payable to Southern Cross Model Railway Association, P.O. Box 317, EPPING. 2121. (Postage stamps, to the value of the standard letter postage rate, may be substituted for the cheques).

THE GRANVILLE RAILWAY

by M. J. Chandler

The Line

My Granville Railway was inspired by the North East Dundas Tramway (with the world's first Garratt locos) and by a book on the Innisfail Tramway published by the ARHS. The location is the West Coast of Tasmania, with an isolated 2' gauge line which has survived profitably to the present day carrying ore concentrate from a mine to the port, with passengers, general freight and, lately, logs for chipping providing additional traffic (sounds like the Emu Bay Railway!).

The section modelled is typical West Coast hills and buttongrass. The line leaves the lower tunnel, passes through Lowana, a crossing station, and climbs to the summit before entering the upper tunnel (no rabbit warrens on this line). Lowana also forwards lime to the mine from a nearby quarry. The curves are 2 chains radius and the grades go to 1 in 25. The rail is heavy (for 2' gauge) to take 10t axle loads.

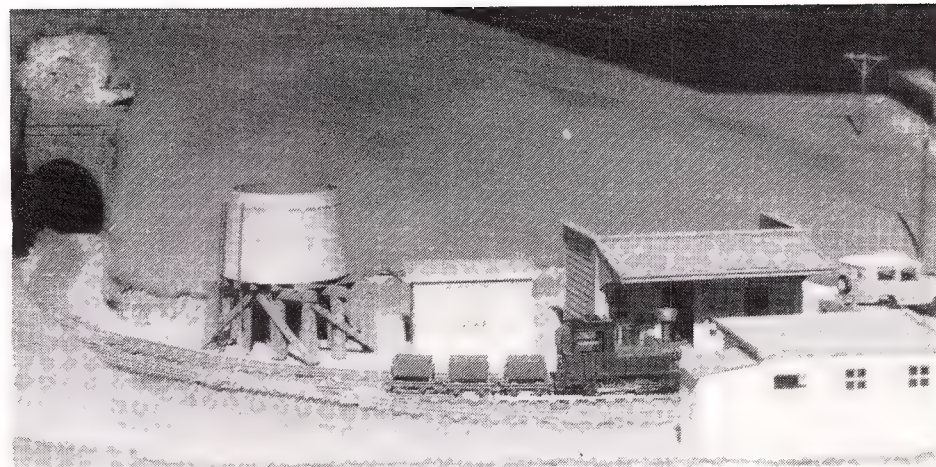
Construction

The layout is 180cm x 90cm which was all the space I had available at the time. Track is mostly N scale with some 009 at the station. The track base is 4mm plywood contoured for the various grades and supported on a 50 x 20 pine framework. The scenery is supported on chicken wire and foam plastic.

Rollingstock

Steam locos are Roco and Lilliput Hoe and have been temperamental. The diesel hydraulic units (DH1 and DH3 of course) are Bachmann N gauge suitably enlarged to Sn2 scale and are excellent. The railcar is a modified Mercedes bus with a Model Power chassis modified to run! The loco of the tourist train is a much modified Graham Farish 4-6-0 mechanism with a freelance body.

The older carriages and three brake vans are based on Innisfail types as is a covered goods van. The open trucks are North East Dundas types, while the container flat was built mainly to show that such a vehicle is possible on 2' gauge. The log trucks are Roundhouse



Lowana Station with 0-6-0 shunting some hoppers.

HO with stanchions and N gauge bodies, while the tourist train carriages were made from BR coach sides. All bogies are N gauge. A few liberties here and a bit of licence there — it all hangs together in the end!

Buildings

Buildings are modified kits plus the station building and toilet from a previous Sn3½ layout.

Operation

With the track plan as shown, many train movements are possible per session. Trains are run from the port (storage sidings) to the mine (reverse loop) where two trains can be stored, and back, crossing at Lowana. The small steam loco and hoppers operate between the mine and Lowana. It gets a bit hectic with three trains at the station.

A typical timetable is as follows:

Log train down crosses workers' train up.

Ore empties up crosses workers' train down.

Rail car up.

Lime stone hoppers up.

Rail car down.

Limestone hoppers down.

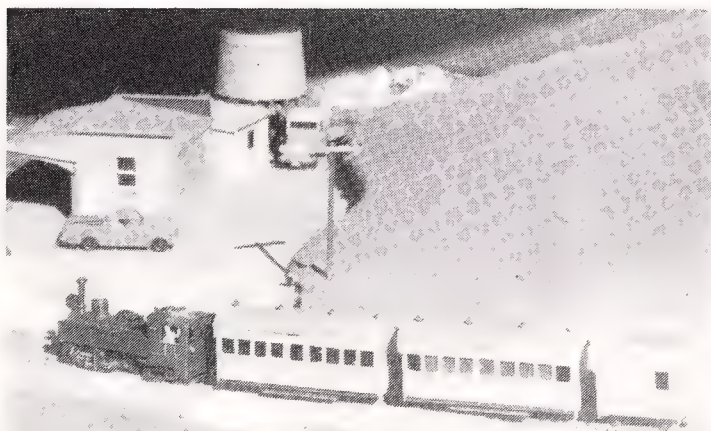
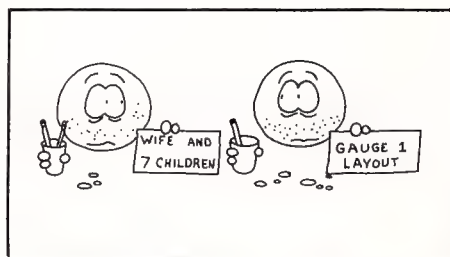
Workers' train up crosses ore down.

Log empties up.

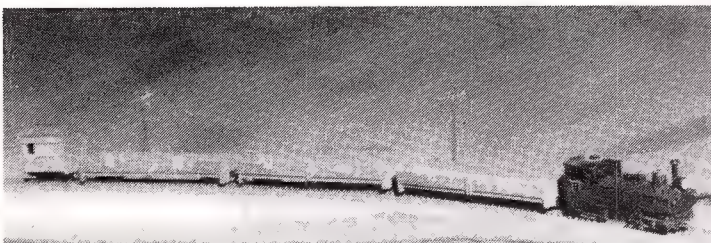
A general goods and tourist special operate on Saturdays.

Conclusion

This layout has been a useful proving ground for some ideas for my next Sn3½ TGR layout now under construction. ■



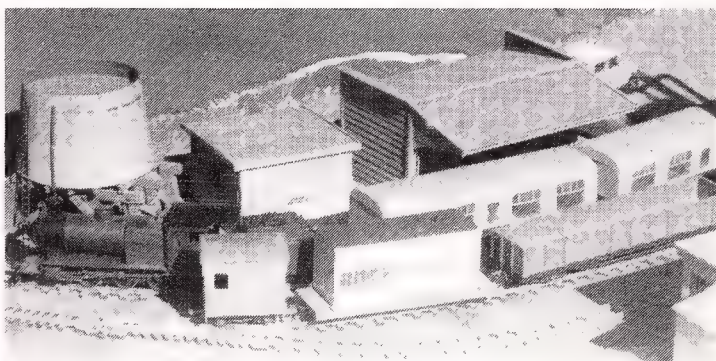
0-6-2 coasts into Lowana with passenger stock.



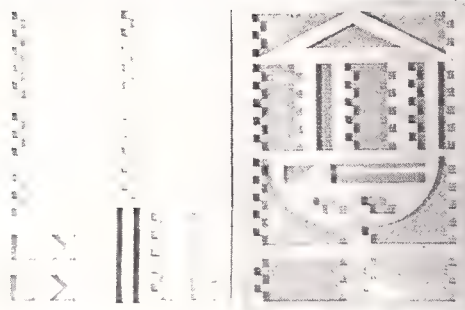
0-6-2 with empties tops the 1 in 25 grade on its way to the upper tunnel.



Railcar pauses at Lowana while 0-6-0 shunts lime siding.



Tourist train crosses mixed goods at Lowana.



The Linka model building system for OO/HO scale. Available from Dick's Hobby Centre, Shop 29 Heritage Plaza Arcade, Toowoomba. 4305. Price in text.

The Linka System is a method of making structure components. The prime method used is by moulding plaster in rubber or plastic moulds. To fully understand the method and all components available a manual priced at \$6.00 is available and this details the method for casting the moulds right down to mould preparation, cutting and joining as well as planning a structure. Assembly of components is covered as well as recommended practices for obtaining good results. This 48 page book also covers many modelling techniques that makes the book on its own value for money. The plaster used in the moulds is sold in hardware shops as casting plaster and if good results are required the correct type of plaster must be used.

To make the castings a number of moulds are available. All are priced at \$4.10 and include:- B1 brickwork mould which provides for standard brickwork walls; B2 which is wall castings with openings for panel and glass doors, modern single and double windows; B3 which provides for walls sections with various window spaces; B4 which provides for brickwork with openings for skylights, circular and arched windows, doors and buttresses; B5 brickwork mould which provides for arches, wall sections, half panels, buttresses, gables and copings; B6 which provides for brick gable extensions, half sections, copings and covings.

Moulds are also available for stonework buildings, for timber buildings including log cabin sections, roofing materials including standard slate, rough shingle, large section slate as well as chimneys and gable sections. Plastic moulds provide for half round tile, fine and large pantile as well as patio paving, cobblestones, crazy paving and pavement sections. Plastic moulds range in price from \$2.00 to \$3.10 each.

To complete the buildings there are insert castings for doors and windows, with many different styles to choose from. Recent releases include moulds for Dorner windows, curved pavement, random stone walling and capping, dry stone walling and capping, station platform and ends and timber platform and heavy timber fencing.

Additional detailing items available include street names, guttering and drainpipes clear window sheet and a poster and sign sheet.

Structure building is an essential part on model rails if one is striving for a realistic layout that has atmosphere, and the Linka System is one that will provide the basis from which brick or stone buildings can be easily formed. One must not overlook the value of the brick and stone walls used around buildings nor the pavement as a ground cover. A very useful product.

Bob Gallagher.

Main Line Magic. Australian prototype videotape produced by ARE Video. Our copy courtesy of The Railfan Shop, Transport House, 589 Collins Street, Melbourne, 3000. Price: \$39.95 (postage and handling \$3 extra).

After an absence of over a decade, three huge R class 4-6-4 steam locos have returned to the rail network in Victoria for special train workings. On 8 September 1985 locos R761 (restored and operated by Steamrail Vict. Ltd) and R766 (restored and operated by Steamage Aust. Pty Ltd) combined to ultimately form a double-header tour to Ararat, via North Geelong and Ballarat, with return to Melbourne via Bacchus Marsh.

The tour initially started with two trains and involved some high speed parallel running on the bi-directional track between Weribee and North Geelong, there to meet up and form as one train. R761 hauled a set of the ex-SAR cars in VR blue, whilst R766 hauled its matching set of Melbourne Limited cars, resplendent in their green and cream.

This 50 minute tape is in full colour and is narrated

by Graham Evans. Background music adds to the mood. It has been filmed by eight cameramen (men, not 'persons') including assistance from the ABC, on board the trains and also from a helicopter. Undoubtedly, it is the parallel running segment shots from the helicopter that are the most inspiring and spectacular.

The scene of the double-header crossing the Moorabool Viaduct, in itself, utilises three camera positions — one on the bridge approach, one long distant shot downstream about ¼ mile or so, and one on the bridge departure.

My favourite scene has the camera placed ground level beside the parallel tracks on the down side of a small rise. Both locos crest the grade simultaneously and charge on and past the camera. Superb!

There are many such moments on this tape, with scenes like the small aircraft pacing the train (shades of the Spirit days) and the on-train photographer hanging out of the door only to swing in again to avoid the signal stanchion. Fool!

This is an exciting video. I can well appreciate the thrill and enjoyment that everyone who travelled on it must have felt. It is an excellent tape, professionally done and thoroughly recommended to those of us old enough to remember those 'exceptional' steam tours of days long gone. Available in both VHS and Beta formats.

Allan Brown

Once Upon a Line. British prototype videotape released by ARE Video. Our copy courtesy of The Railfan Shop, Transport House, 589 Collins Street, Melbourne, 3000. Price: \$24.95 (plus postage and handling).

This cinema short, made in 1946 and narrated by Alva Lidell, covers railways from 3" gauge live steam to the full sized streamlined Royal Scot at full speed.

Highlights of this film include:

- Miniature steam on the Ilford and West Essex Club Railway;
- The Romney, Hythe & Dymchurch Railway in the days of Captain Howey;
- Rocket, Lion and other vintage engines in steam;
- Early road/rail bus, and experimental high speed trains using surplus Spitfire engines;
- Southern Railway Pullman trains;
- Steam at Top Shed, Kings Cross.

It's hard to define just what this 21 minute black and white video is. It appears to be a montage of film snippets collected around 1946 with a narration, of some jocularity, tying the whole thing together. There are certain segments that are too brief to really appreciate (e.g. the rail vehicle powered by an 'ex-Spitfire' engine — a four second segment which, incidentally, makes no mention whatsoever of the brand of engine). The Romney, Hythe & Dymchurch segment is another short piece, too.

Obviously this film was made as a 'short' for screening in British cinemas after the war. Whilst exceptionally good in quality (it is 40 years old, you know), its subjects are insignificant by today's standards, although it does show, briefly, how live steam modelling has progressed over the years.

It will have limited appeal only and rental of it through various enthusiasts' outlets will probably account for the bulk of its viewing. Available in both VHS and Beta formats.

Allan Brown

Mehanotehnika 30 degree HO/009 diamond crossing. Sample supplied by Gifford Productions, St. Kilda Road, Victoria. Price: \$4.95.

This is a useful piece of trackwork for modellers wishing to mix HO and 009 scale/gauges. It consists of moulded black sleepers, with steel rails through the 16.5mm gauge route and what appears to be nickel silver on the 9mm gauge. The sleepers are spaced at 7mm centres on the HO route and at 5mm on the 009

route.

HO gauge stock ran smoothly through the crossing but, though I was unable to run any 009 stock through the narrow gauge part, it should be just as good. The crossings are protected by plastic guardrails which run continuously through each route, with generous flangeway clearances. The crossing nose areas are filled to within 1.25mm from rail top so wheels with flanges up to 0.050" deep will pass through without bumping. The rails are code 100 for HO and code 80 for 009, and two suitable rail joiners are supplied for each gauge.

The 009 sleepers are thicker than the HO sleepers so that the rail tops match. The matching of each route with existing track will need to be watched. The overall height from bottom of sleepers to top of rails is 4.6mm.

The HO route is 114mm long and the 009 route, which crosses the HO off-centre, is 104mm long.

The actual noses of the crossings are plastic ('dead frogs') but the assembly is fully internally wired so that each route is electrically continuous apart from the plastic sections.

Ross Hurley

NAMED QUEENSLAND RAILWAYS DIESEL LOCOMOTIVES

DL (2-6-0) Class

DL1	Etheridge
DL2	Forsayth
DL3	Mount Surprise
DL4	Alam-Den

DL (0-6-0) Class

DL12	Maurilyan
DL13	Innisfail
DL14	Johnson
DL15	Nerada
DL16	Korabine
DL17	Currajah
DL18	Coorumba
DL19	Kalbo
DL20	Pin Gin

1270 Class

1281	Century
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1460 Class

1461	Centennial
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1550 Class

1565	Alva G. Lee
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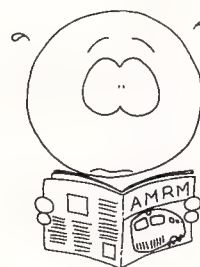
1720 Class

1770	James Cook
------	------------

2170 Class

2181	P. G. Goldston
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Rock Hampton



"Registered as an indecent publication ..."

WHICH ENGINE SHOULD LEAD . . . STEAM or DIESEL

by Phil Curnow

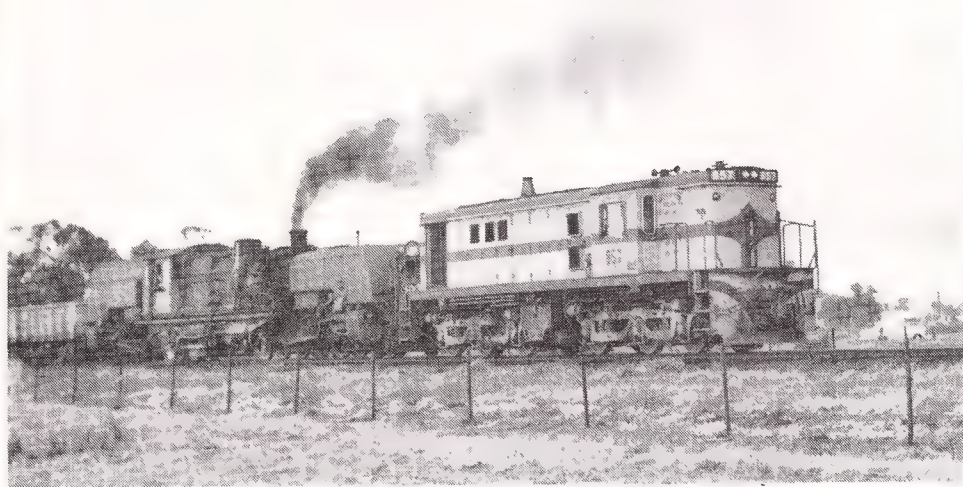
When this first began in the USA the old practice of slower goes first was followed. The steamer was usually the assisting engine over the grades so it would go first. Unfortunately the railroads found that the cinders from the steamer were sucked in by the diesel and clogged up the air intakes. This meant that the diesel had to lead.

If the steamer was oil powered, there were no cinders to clog the filters but now they found that the oil smoke was sucked into the diesel reducing the air supply enough to affect its performance. Once again, the diesel had to lead, especially through tunnels.

A similar problem has been found with two diesels and has caused the development of the 'Tunnel Motor' which has the air intake modi-

fied. The diesel exhaust is still on top of the body but the air intake, instead of being at the top of the body sides is now as close to the track as they can get it without picking up brake dust.

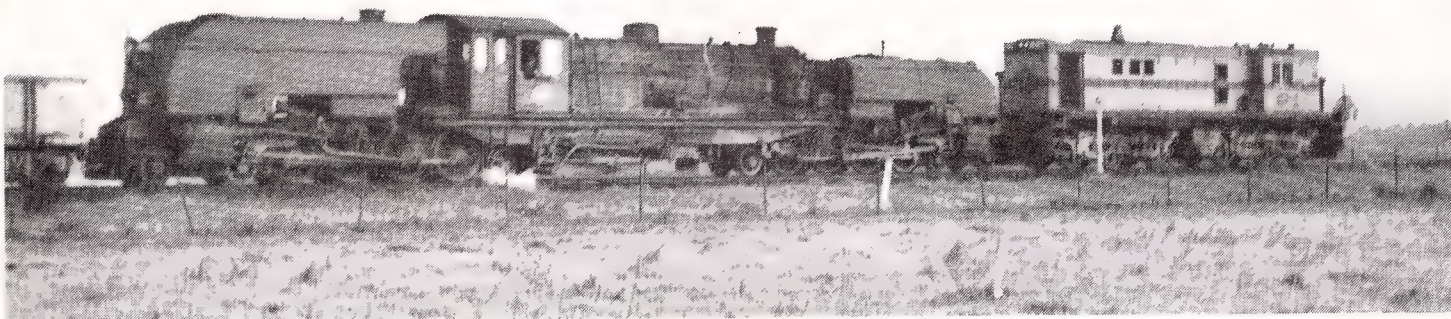
Although the 'tunnel motors' are hood type diesels, there have been similar problems with twin 81 class cab units in NSW. Apparently the second engine was overheating when worked through single track tunnels on the Ulan and Illawarra lines. Modifications were made to the air intakes and voltage regulators. During the conversion period a modified engine had to trail and the lead unit was not to be worked above the sixth throttle notch. Bulletin Notes, February 1984. ■



These are the only photos of steam and diesel working together on an SAR goods train that I could locate. Narrow gauge Garratt 400 was working from Port Pirie to Peterborough in August 1968 when it ran low on fuel oil, apparently because the smokebox door had not sealed properly. 857 was sent to the rescue and did all the work from Yongala onward. At Peterborough no time was wasted getting to the oil stand before steam pressure dropped too low. It was needed to heat the oil enough to let it flow freely into the bunker. Photo by Peter Fehlberg.



Although Alco diesels are well known smokers they are not this good. 4494 has 5907 assisting as they approach Tumulla on 10/7/71. Reproduced from a colour slide.



THE VICRAIL IC TIPPLER WAGONS

by P. D. Roberts

The IC wagons were four wheel tippler vehicles used in brown coal and briquette traffic. These wagons were converted from I wagons by removing the doors and welding steel sheet over the door openings. Extra bracing was also added along each side. To this writer the IC history is rather sketchy as not much has been recorded on these vehicles up to 1974. Until their demise in 1978, the IC usage back to 1974 has been studied, so this is a good point to start from.

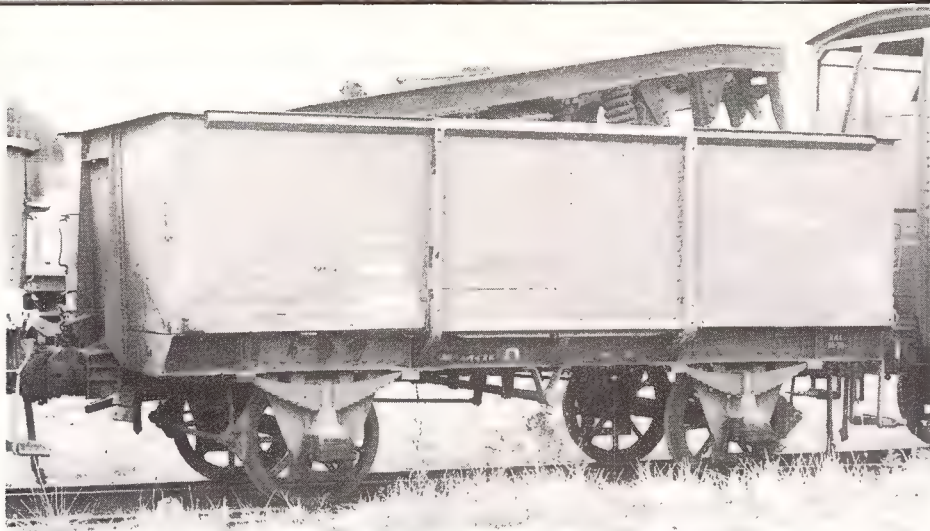
By the time 1974 rolled around on the calendar the IC wagons were in one specific area. The traffic use was transporting brown coal from the Maddingley coal mine at Bacchus Marsh to the Australian Paper Manufacturers paper mill at Fairfield, Melbourne. Both of these installations are owned by the APM. Special trains ran regularly through the week to Fairfield with the loaded coal. The frequency of the trains was reduced to about one per week when the mill at Fairfield apparently converted

Top: This view of IC722 shows the 'Tommy Bent' style of wagon. This is one of the replacement I wagons referred to in the text. This is the No.2 side of the wagon. As the wagon is in storage and 'OFF REGISTER', the bogie loading will ultimately meet the same fate of scrapping. Newport Workshops 22/5/75.

Upper Left: In service en-route to Fairfield is IC7223 with the 'TIPPLER' stencil. This lettering, as with the code and number, is 5" (127mm) high; the early style used until the introduction of the 7" (198mm) style introduced in the early 1970s. Shown here is the hand-brake (No.1 side) of the wagon. West Footscray 11/74.

Left: This side on view shows two features: the stencil denoting the specific traffic use and the arrows which indicate the extra side bracing. The bracing is part of the wagon when built and is common to both sides. With little information to go on, it seems that the first group of Is in the 6800 range were fitted and by the construction of the later 7000 group this feature was not included. Vehicle shown in storage at Newport Workshops, 1/1/76.

Lower Left: The more common type of IC was the low sided, 11'6" wheelbase type. Photo shows the No.1 side. All vehicles are similarly stencilled on both sides; both types of stencils do not appear on the same vehicle. The white square on the lower right side indicates which end the handbrake must be operated. IC9119 shown here at Fairfield, 3/6/75.



to oil fired operation.

The train consists were mainly ICs, with a few I, IA or RY wagons included. As the ICs were removed from traffic and scrapped, more standard wagons were included until now (July 1980) the train is solely composed of GY wagons. In 1975 there were 55 IC wagons in service. These were all Off Register by January 1978. Until the later half of 1978 there were 27 of these ICs in storage at Bendigo prior to scrapping.

There were two distinct body styles of IC, as naturally enough, two types of I wagon were used in the conversions. It should be mentioned here that when the I wagons were altered to the IC coding, the original wagon number was retained. The first body type is indicated by scattered numbers up to 6800 and wagons within these two number groups: 6801 to 7096 and 7208 to 7644. This I group were known as 'Tommy Bents'. They were the short body, high sided I with the following dimensions:

Wheelbase: 10'6"
 Body height: 4'6"
 Body length: 17'11 $\frac{1}{8}$ "
 Capacity: 15 ton (buffers/hook — 1913)
 16 ton (buffers/hook — 1929)
 16 $\frac{1}{2}$ ton (auto couple — 1972)
 Tare: 6 ton 7cwt (buffers — 1913)
 7 ton 15cwt (auto couple — 1971)

Of particular interest are those wagons numbered below 6800. These are exactly the same as the group numbers mentioned previously. During the construction programme 1901 to 1904 for this type, earlier wagons of wooden construction were scrapped and replaced by these new wagons. Hence steel I wagons with numbers like 6, 400, 722 came into service. Quite a few of these low numbered I wagons were converted to ICs, for example, IC400 and IC722 'survived' to the mid-1970s.

The other body style of IC was converted from the more standard type of I wagon. These wagons were built from 1908 through to 1925 (group numbers 7719 to 15219) and 1929 (group numbers 15570 to 15869); though it seems unlikely that any IC was converted from the latter group 15570 to 15869, as I have seen no references or photos of ICs within this range of numbers. The body dimensions are:

Wheelbase: 11'6" (3505mm)
 Body height: 3'8" (1118mm)
 Body length: 22' 0 $\frac{3}{4}$ " (6715mm)
 Maximum width: 9'2 $\frac{1}{4}$ " (2800mm)
 Carrying capacity: 15 ton (with buffers & hook gear — 1912)
 16 ton (with buffers & hook gear — 1929)
 16 $\frac{1}{2}$ ton (with automatic couplers — 1974)
 16.8 tonnes (automatic couplers — 1974)
 Tare: 6 ton 18 cwt (with buffers & hook gear — 1912)
 8 ton 5 cwt (with automatic couplers — 1974)
 8.4 tonnes (with automatic couplers — 1974)

All the dimensions quoted are for the I wagons before being converted to the IC group. The weights for IC wagons are approximate as photographs have been used for reference.

High side type:

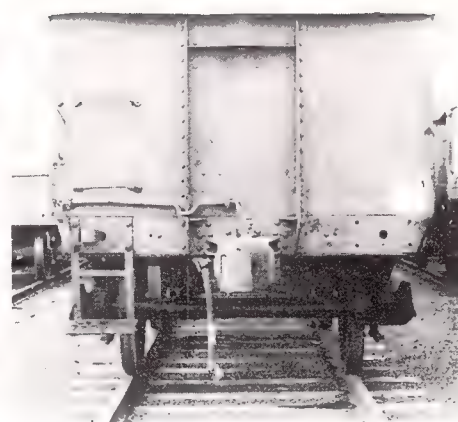
Tare: approx. 8 ton (autocouplers — 1975)
 Capacity: 16 $\frac{1}{2}$ ton (autocouplers — 1975)

Low side type:

Tare: Approx. 8 ton (autocouplers — 1975)
 Capacity: 16 $\frac{1}{2}$ ton (autocouplers — 1975)



This photo shows the handbrake end (No. 1 end) of a high sided IC. The crosspiece near the top was used to support the tarpaulin support pole in earlier days. The white square in the lower left corner denotes the handbrake position. The photo depicts IC7467 on 13/11/76.



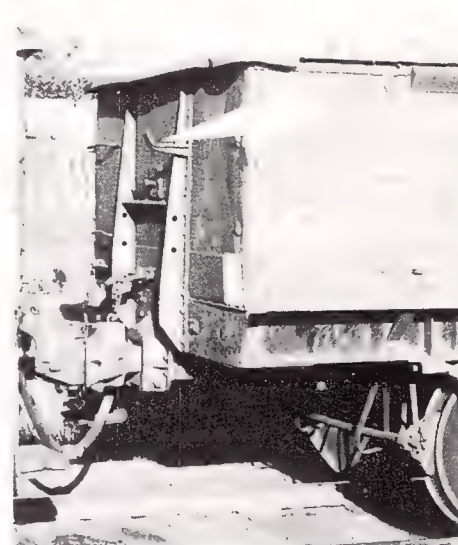
The opposite end or No. 2 end shows little difference, if any. The white square on the lower right corner indicates which side the handbrake is positioned. From this view, the handbrake position can be deduced as on the right side at the far end. The end here is off IC7582, 6/11/75.



This shows the No. 2 side showing that construction is similar except for the absence of the handbrake lever. Close inspection shows the doors to be of different widths. The narrow door is 4' wide and the other door is 5' wide. Both 4' doors are at the same end, the No. 1 end. This IC shows the full stencil for tippler service. IC12137, Fairfield 3/6/75.



The No. 1 (handbrake) end of IC9119 shows the typical I wagon end minus ridge gear fittings for the tarpaulin supports when the vehicle was an I in regular service. Fairfield 3/6/75.



The No. 2 end of IC9029. The arrow points to a line remnant of ridge gear support. Usually both brackets are at each end or there have been no brackets fitted. Fairfield 3/6/75.

Stencils

For the IC traffic from 1974 only two different stencils were used. The first stencil simply indicated 'TIPPLER'. Some vehicles so stencilled were 3833, 7223, 9061, 11026. The stencil was applied to the right end of each side.

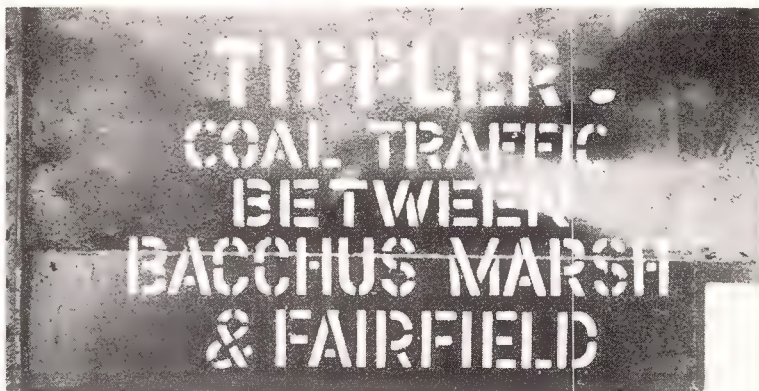
The second stencil was longer and more specific in wording. The wording was:

TIPPLER
 COAL TRAFFIC
 BETWEEN
 BACCHUS MARSH
 & FAIRFIELD

This stencil was similarly applied to the right end of each side. Some vehicles thus stencilled were: 6829, 9546, 12137, 14552.

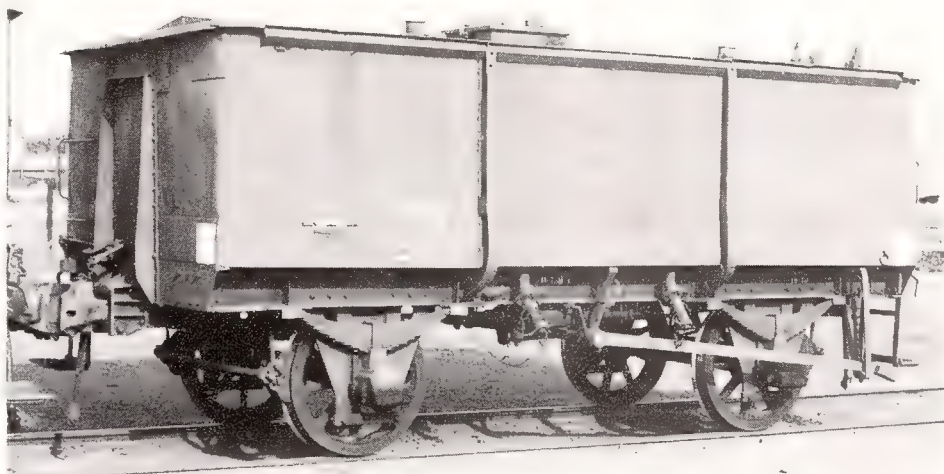


This sectional view of IC11395 shows a closer view of the 'TIPPLER' stencil and the door detail. In most cases the doors were welded up and angle bracing added for side support. Usually the doors were removed and a sheet of steel was placed across the door opening with the central door stanchion retained for strength. This view shows the original doors with the bottom set of hook catches still in place. Photographed 6/11/75.



A close-up of the full stencil is worthy of inclusion. Stencils were placed on the right end of each side. Shown on IC9670, 6/11/75.

All photos by Peter J. Vincent.



In the early 1970s, VicRail began converting surplus IC wagons for dried locomotive sand traffic to country depots. Slope sheets were added to the interior and a roof provided with a large hatch plus connections for sand hose filling. On each side, pipe outlets were provided with stop cocks. The vehicles are gravity discharge. They are loaded at South Dynon Locomotive Depot and transferred to main depots throughout the State. HD232, South Dynon 7/1/79.



HD60 is the sole example of an IC being converted to a works storage vehicle. The vehicle was converted in 1970 and replaces an earlier HD60 which was used in the 'Overhead' train.

Colour

The IC wagons were painted in a light brick-red type of colouring which seemed to have been used up to the 1970s. As these vehicles were repainted during the 1970s they were turned out in the more standard 'russet red' colour. Vehicle lettering and stencils were in white paint. The interiors were not painted.

History

This section will give some disjointed notes on the IC wagons up to 1974 where the first section of this article began. The writer doesn't know when the IC wagons were first used. However their conversion and use can probably be pinpointed to about 1939 to 1944 when the Newport power station was upgraded to in-

crease its generating capacity. Until the late 1960s, the IC wagons were used to transport brown coal from Yallourn to the power station at Newport for burning in the coal fired boilers. When the State Electricity Commission of Victoria began phasing out the power station, the brown coal use was terminated and crushed briquettes used instead. The briquettes were hauled into the Power Station from Morwell. Traffic into the Station finally ceased prior to 1970 and so ended the tipping operations at Newport. Regularly since the IC withdrawal, standard four wheel and bogie open vehicles transfer the briquettes from Morwell to the Footscray Goods Siding.

The briquettes are transferred from the SECV 'dump' to the power station by road trucks. The Newport Power Station was built from 1913 to 1918 and first generated power in 1918. It was operated by the Victorian Railways for the suburban electrification programme and as well generated power for other uses. In 1924 it was called Newport 'A' Station and finally in 1951 the operations were transferred to the SECV. The IC wagons in use to this location were probably stencilled, though what the wording was I have no idea.

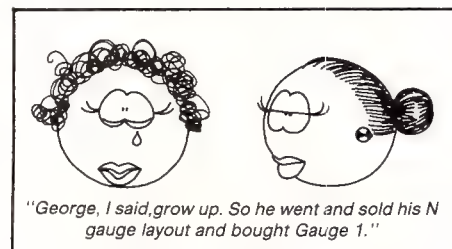
Some other areas of traffic were noted in Divisional Diary (ARHS — Victorian Division publication) during the early 1960s. The operation of IC wagons between Bacchus Marsh and Fairfield was noted in 1962. Another area was at Geelong between Corio Quay and Fyansford for black coal traffic. A rather unusual case of IC wagons being used to carry hay was also noted. The hay was being sent to Albury, the offloading point for a drought area.

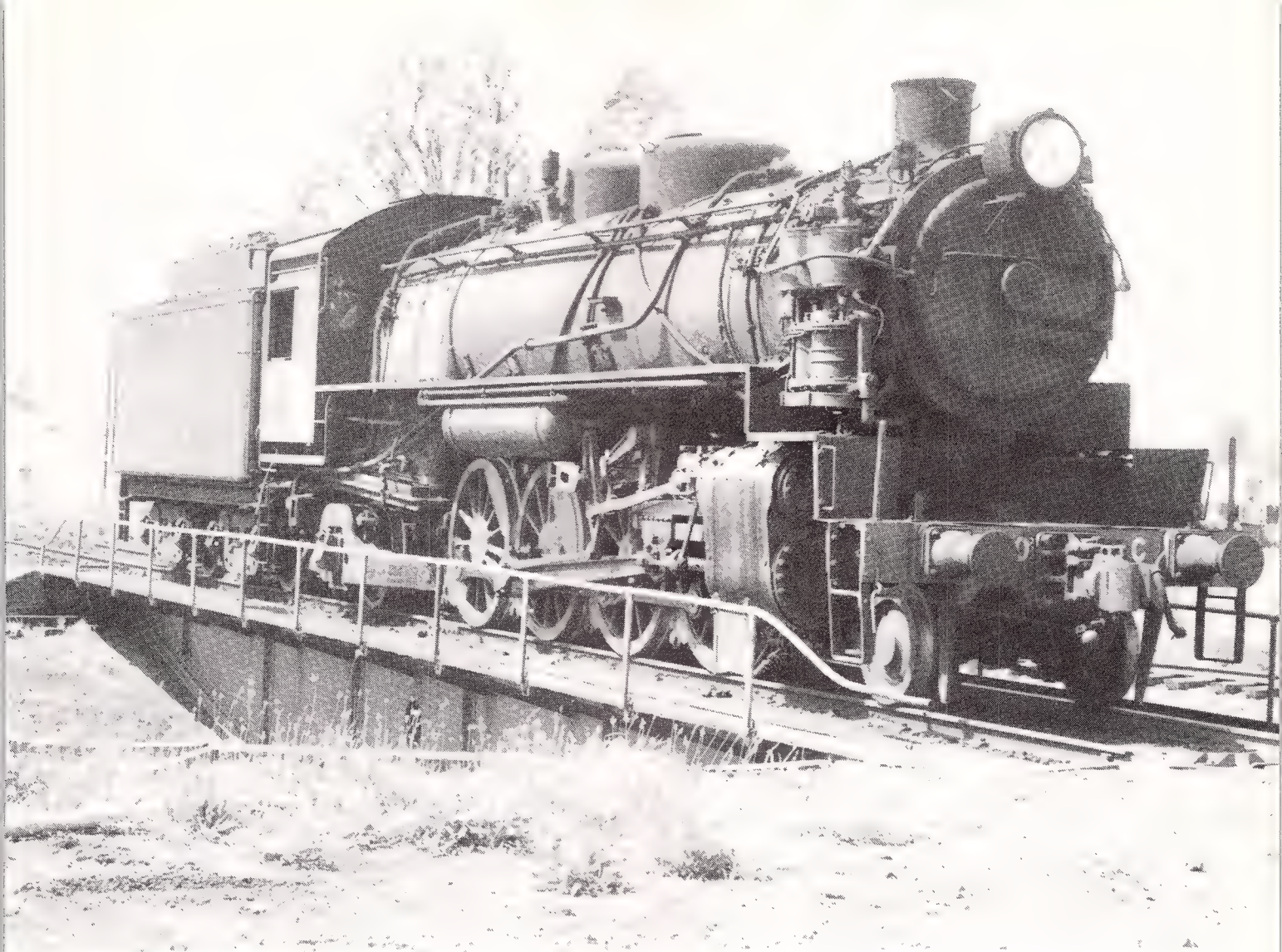
Conversions

Besides the usual fate of scrapping, several IC wagons have been converted to rollingstock for Departmental use. One 'Tommy Bent' IC was converted to HD60. This is an equipment storage van and its IC heritage is quite evident. Several other 'Tommy Bent' IC wagons were converted to locomotive sand transporters. These wagons have covered tops and pipe outlets near the base of the body for sand discharge. The dried sand is loaded through hatches in the top and is transferred to country locomotive depots from South Dynon Depot.

Thanks to VicRail, Divisional Diary, for some information.

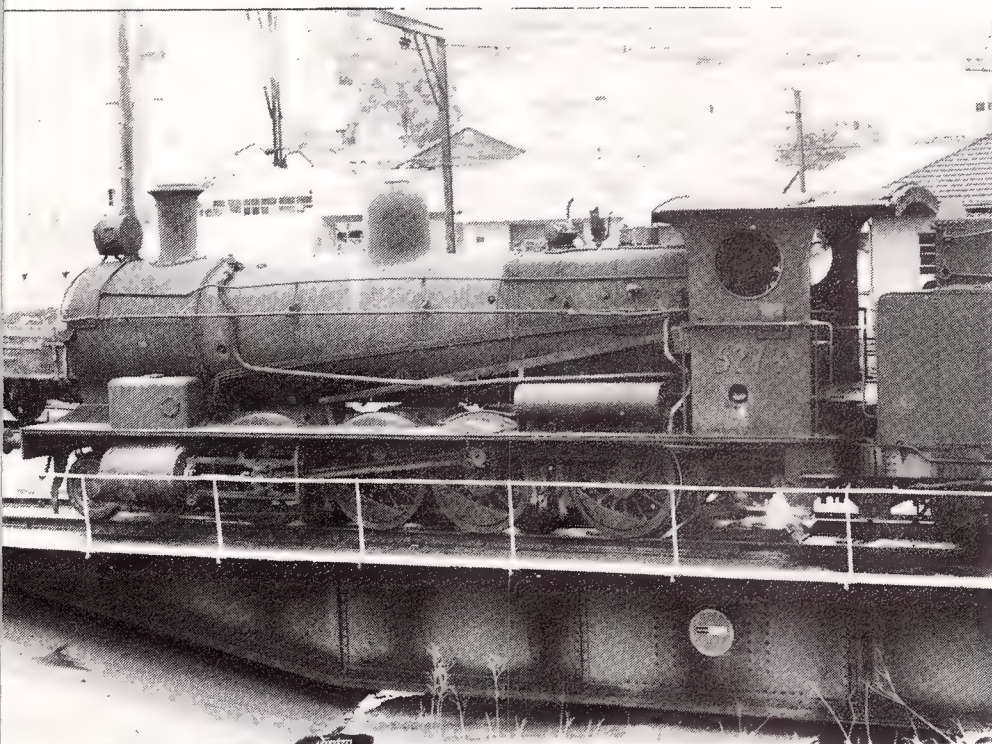
3/7/80





5910 on Moss Vale turntable. 26/10/67.

NSWR STANDARD 75' TURNTABLE

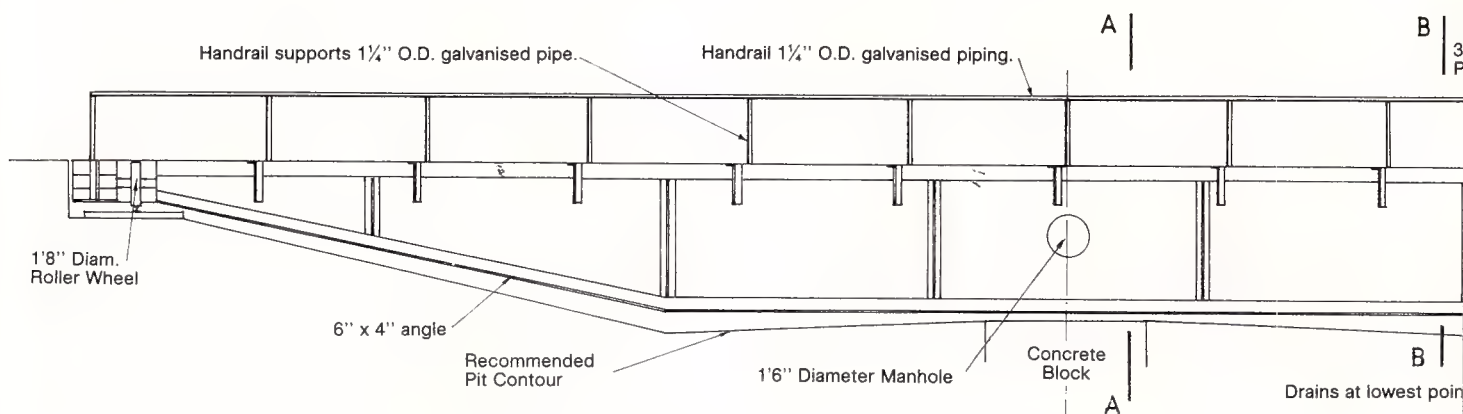


5278 on Gosford turntable. 29/8/70.

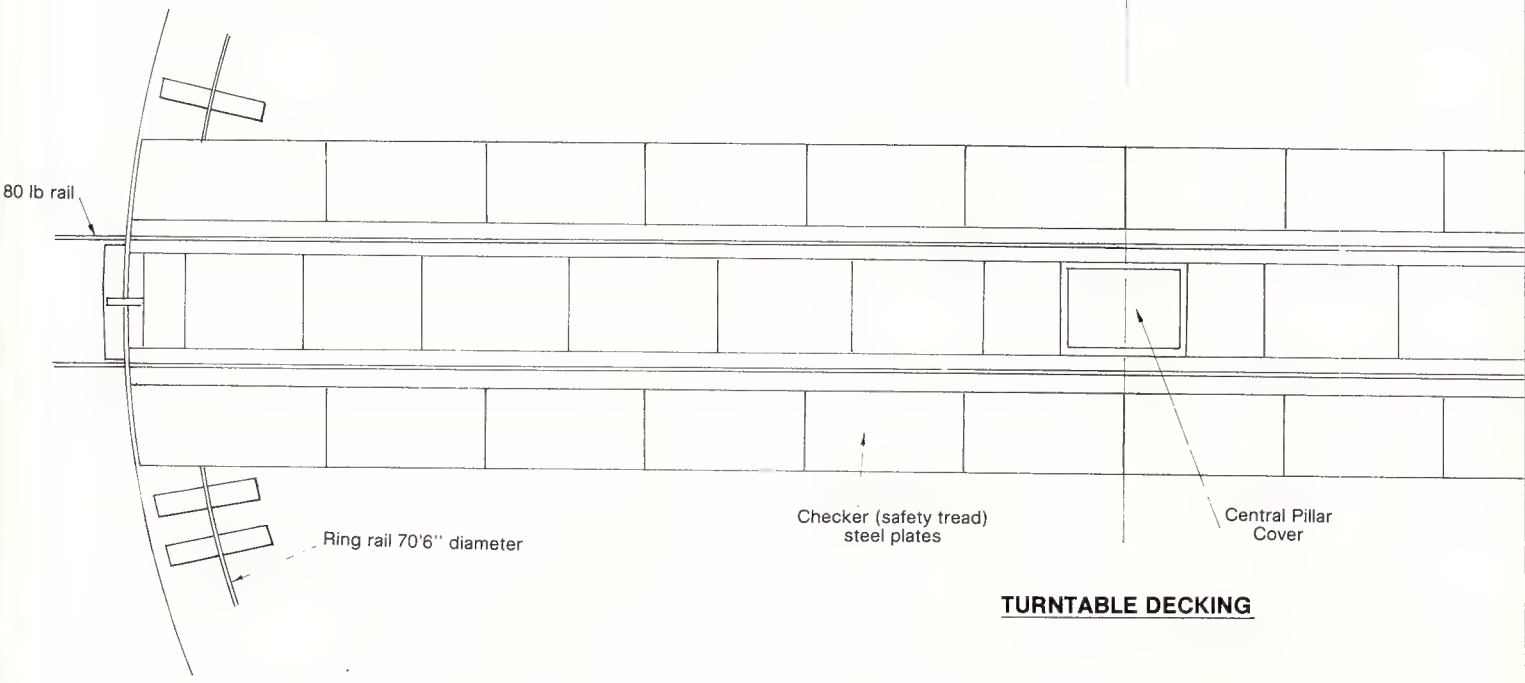
by Alan Templeman

The first 75' turntables in NSW appear to have been those installed at Enfield locomotive depot when it was established in 1916, in conjunction with the building of Enfield marshalling yard. Although all locos in use at the time could be accommodated on 60' turntables, the three sheds at Enfield were equipped with manually operated 75' turntables to enable them to handle larger locos in the years to come. With the introduction of the D57 class in 1929, an electrically operated 90' turntable was installed in No.1 shed. In 1948 the manual 75' turntable in No.2 shed was replaced with an electrically powered 75' turntable and finally in 1952, with the advent of the AD60 class, an electrically powered 105' turntable was installed in No.3 shed.

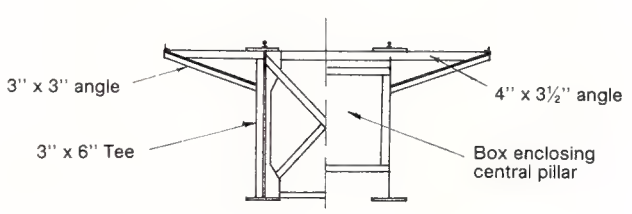
In the early 1920s the NN (later C35) class 4-6-0 was the top passenger loco in NSW. However as trains became heavier, with corridor stock replacing 'dogboxes', it became obvious that a larger and more powerful loco was required. The Chief Mechanical Engineer at the time, Mr E.E.Lucy, and his staff designed a 4-6-2 in 1922. Possibly the 22½ ton axleload was



SIDE DETAIL

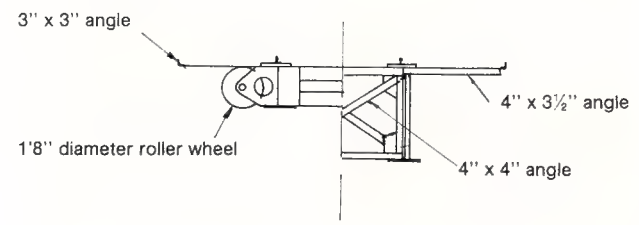


TURNTABLE DECKING



SECTION B-B

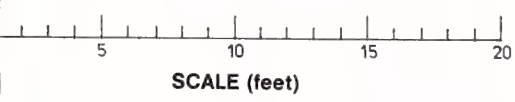
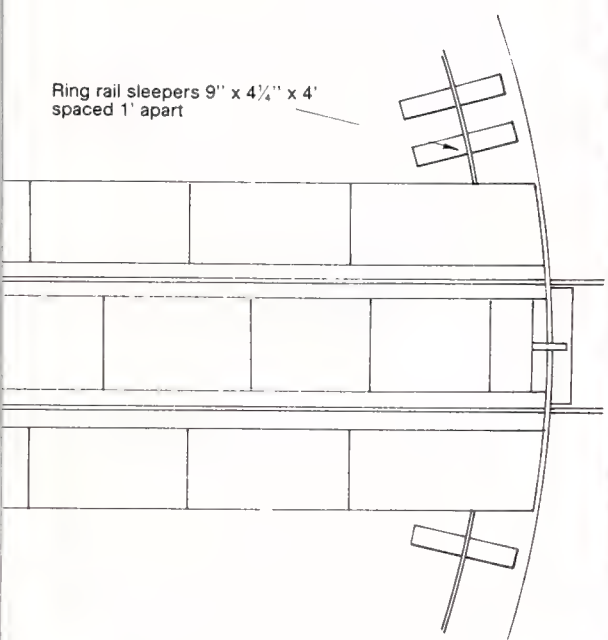
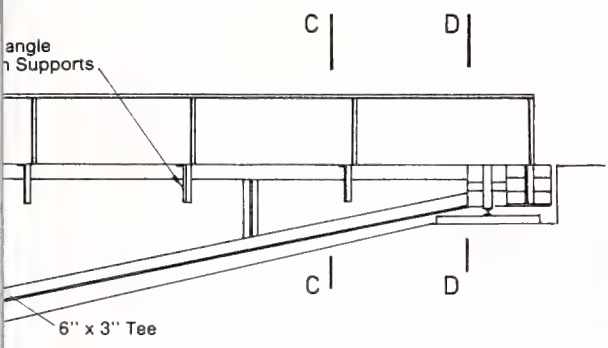
SECTION A-A



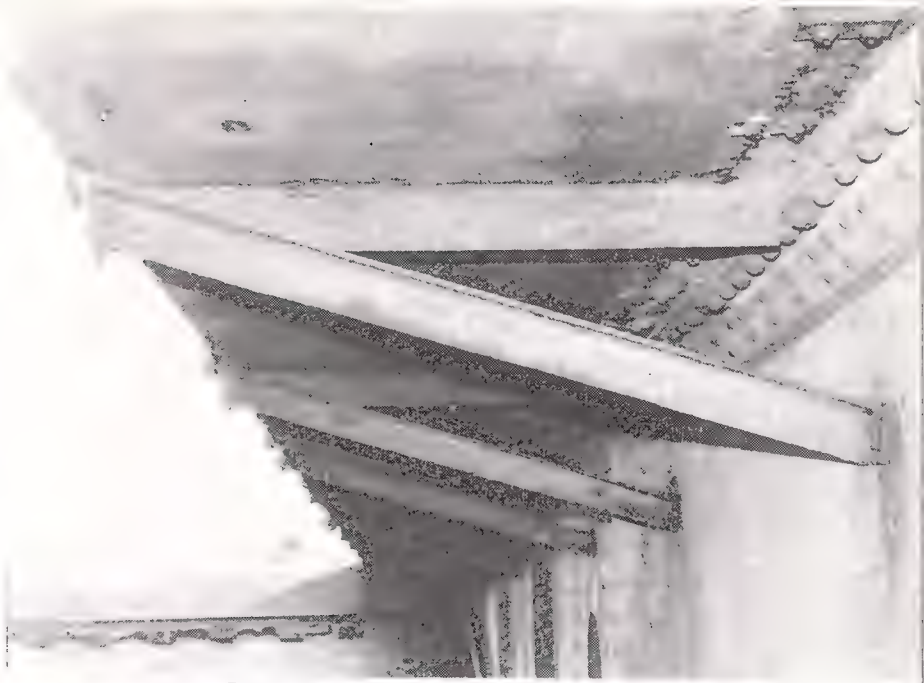
SECTION D-D

SECTION C-C

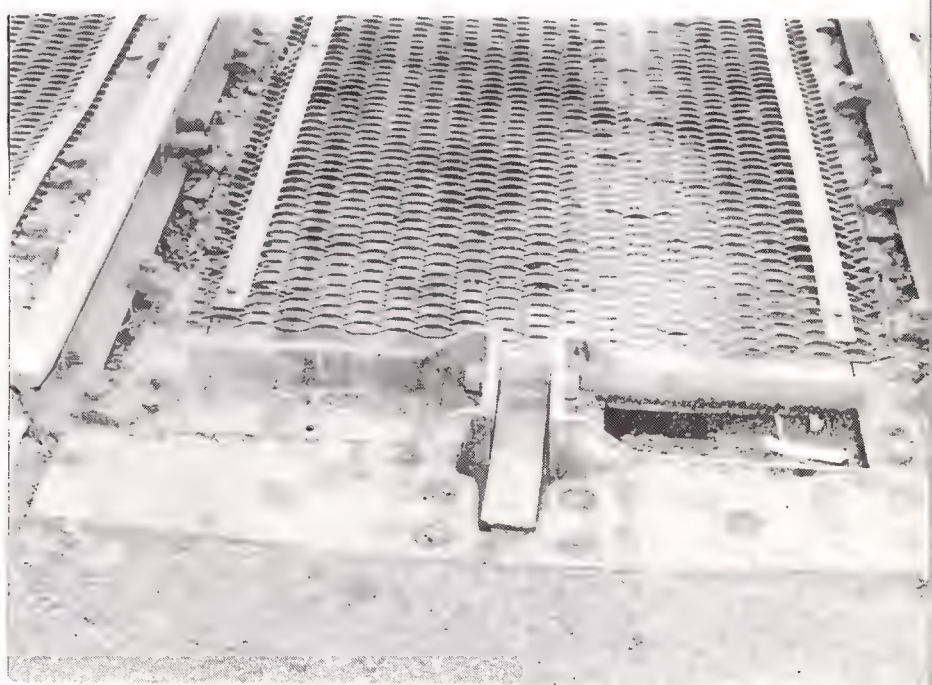
CROSS SECTION DETAIL



V.R. STANDARD 75ft TURNTABLE
DRAWN: Alan Templeman



Detail of decking support brackets – Moss Vale.



Detail of locking pawl – Moss Vale.

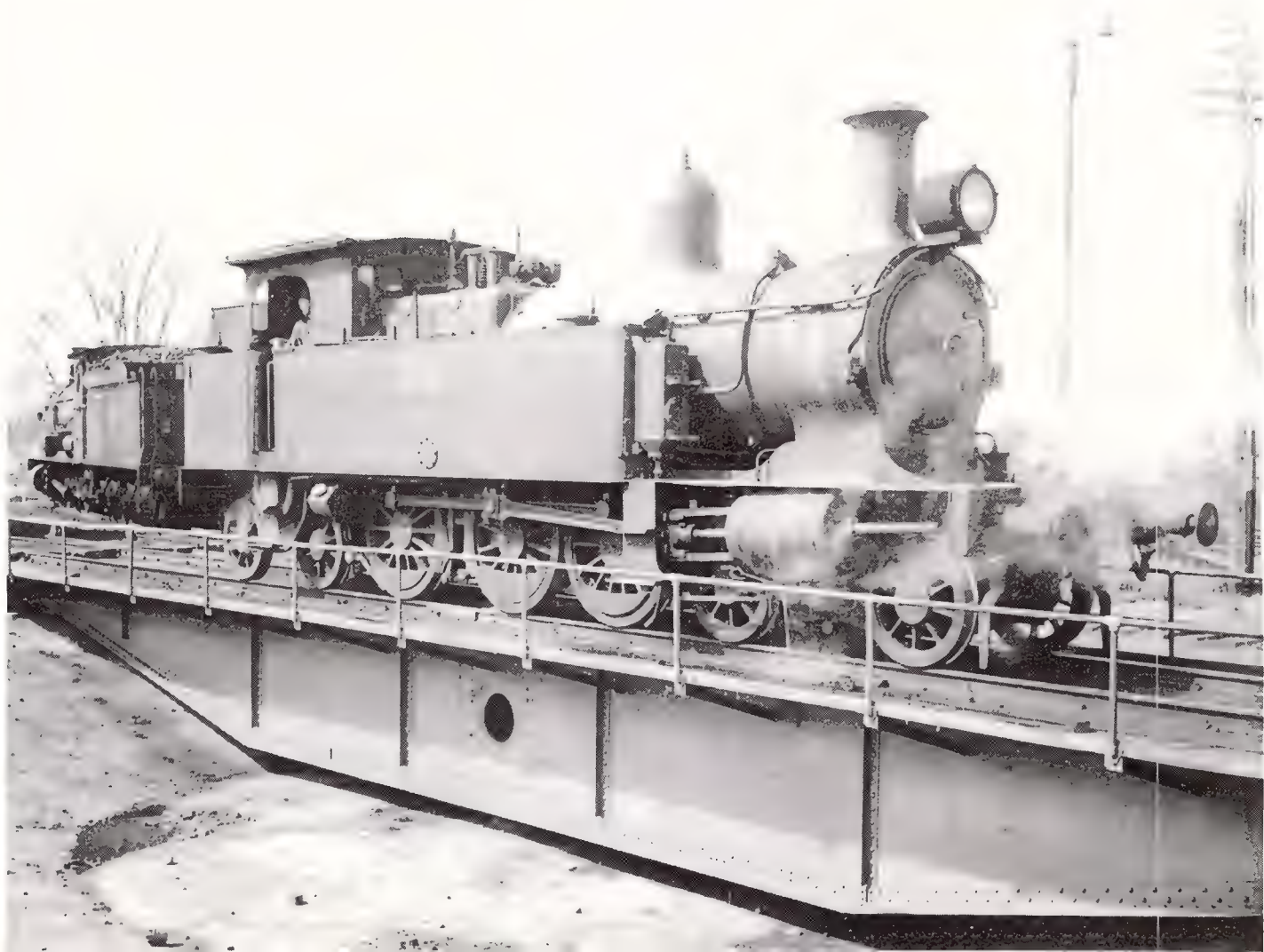


Detail of roller wheel – Moss Vale.



3822 on Wyong turntable. 27/10/65.

3046 on Moss Vale turntable in 1947 (photo J.L.Buckland)



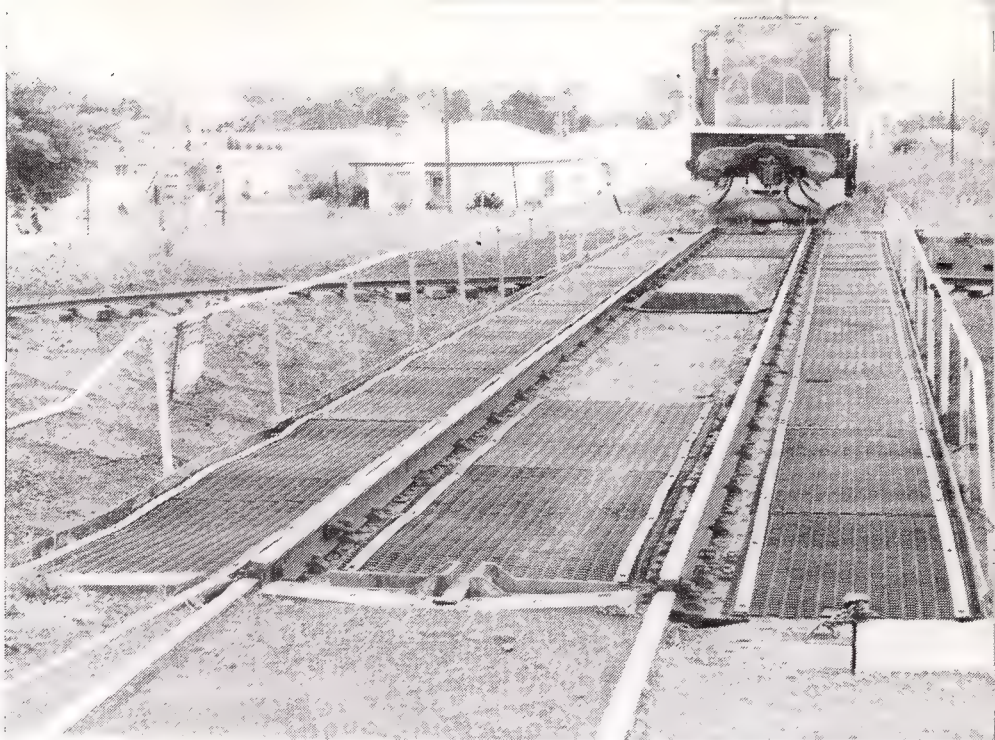
regarded as too high for the track at that time and the loco was never built. Over 20 years were to pass before a 4-6-2 loco graced the rails of NSW.

Instead, another 4-6-0 class, initially designated the NN2 class, and becoming the C36 class following the 1923 reclassification, was designed and built. With a wheelbase of 59'1", the C36 could not be balanced for turning on a manually operated 60' turntable and so could only be turned on these tables by separating the loco and tender. In later years a small number of steel 60' turntables (such as Bathurst) were electrically powered, enabling a C36 to be turned without separating loco and tender.

To accommodate the proposed larger loco, 75' turntables were installed at the appropriate depots from 1922 on, and in the ensuing years over 20 of these turntables were sited at various locations in NSW (for a list of the locations of 75' turntables, see the first article in this series — AMRM Jan/Feb 1980). The standard NSW 75' turntable was of the single span type, was fabricated from steel and was either electrically powered or manually operated, depending on how busy the location was.

When a 4-6-2 loco, the C38, eventually entered service in 1943, its wheelbase of 65'6" enabled it to be turned on the 75' turntable, either manually operated or electrically powered, without any difficulty. The only NSW steam locos that could not be turned on a 75' turntable were the D57 and D58 class 4-8-2 locos and the AD60 class Beyer Garratts.

In the drawings I have attempted to include sufficient detail to enable the modeller to build a satisfactory model. In the sectional views I have shown the internal bracing detail but, as the table is decked over, I would imagine that most modellers would not worry about internal



Moss Vale. 3/11/84.

details. Small detail differences can be found between various examples of the 75' turntable — for example, the handrails on some curve down at the ends, as can be seen in the photographs.

When checking details of the Moss Vale turntable in 1982, I found it to be in a state of disrepair, with part of the handrail missing and the pit full of waist-high weeds. On a more re-

cent visit in May 1984 I was interested to find that the handrail had been repaired, the pit cleared of weeds and new chequer non-slip decking laid over the old.

All photos by Alan Templeman unless otherwise accredited.

BYE, BYE, BRIDGY

by Phil Curnow

Most capital cities have or have had a model railway shop which is well known outside the State. Model Dockyard is one which comes to mind although its regular advertising in AMRM helped. In Adelaide the best known for the longest time would be Bridglands Hobbies.

Bridgy's didn't arrange for a brass loco to be built overseas nor did it have an overabundance of stock, yet it remained a force to be reckoned with in the hobby. Now Mike has shut the doors for the last time and is planning for his retirement with an itinerary of bowls matches.

Those of you who have passed cash across his counters would know of Mike's encyclopaedic knowledge of catalogue numbers etc. It seemed like a good idea to trust his memory one more time for a history of the shop. He obliged and threw in a few other dates as well.

The shop was opened in December 1946 by Mike's father, Walter, who sold a range of nursery furniture and toys. In 1948 Hornby clockwork trains went onto the shelves followed by Triang in 1953. Mike had joined the firm in 1951 and took over the reins in 1953. Hornby Dublo and Fleischmann were added in 1957 with the first range of brass models arriving in 1958. These were made by Tenshodo, United and Kumata of Japan.

Between December 1956 and December 1959 Bridglands operated two shops in Gawler Place with only the Astor Hotel between them. Customers apparently enjoyed the opportunity to sample the wares of all three although Mike had to bypass the Astor; too busy, says he.

The arrival of American outline brass engines heralded a very exciting period as sales

proved excellent, which led to the introduction of the first Australian prototype locomotives. This was Dockyard's N.S.W.G.R. C38 class. In the early days, American modellers would still get groups of two or three engines made for a reasonable price if they could supply all the details. The production runs of 150 or more came years later.

After the return to one shop in 1960, Bridglands became one of those which crammed its goods onto high shelving. Later that year the range of nursery furniture was discontinued. In 1968 the toys disappeared from the shelves, then in 1982 the general hobbies (planes, cars, ships etc.) were removed. This meant that the shop catered exclusively for railway modelling and associated books, magazines, sound tapes etc. By this time, Bridgy was to be found in Pirie Street as the old Astor Hotel area of Gawler Place was being redeveloped.

When asked what he thought were very significant changes in the hobby during the time he has stood behind the counter, Mike replied "The introduction of flexible track in the late fifties was a real innovation but the biggest change was from US to Australian prototypes. For this I believe Model Dockyard, Bergs, Lima, BGM, BGB, Alco, Mini Models, Trax etc. deserve great credit."

"Camaraderie with our clients and suppliers has been, along with service, of the greatest personal satisfaction over all the

years. One of my greatest thrills has been to see the enjoyment of so many people in such a great hobby. I must congratulate all Australian magazines and in particular AMRM which is the best railroad magazine in my time." Perhaps Mike should have been a diplomat.

Although he was not an active railway modeller, Mike had a good knowledge of the hobby. He also employed modellers to help with the enquiries. If he didn't stock what you wanted, he knew where to get it from and in later years much of his business with the more dedicated modellers involved the order book. He developed a reliable system and never had to resort to electronic memory.

I guess the one basic requirement for someone who spends years behind a counter dealing with clowns . . . whoops — customers, is a good sense of humour. Mike's love of Glenelg in the football league brought many a stir while the team struggled but when they won the 1985 premiership you couldn't shut him up! Then there was the time when he promised to obtain an 0-2-0 for John (name suppressed). Oh to see the look on John's face when he did, courtesy of another practical joker.

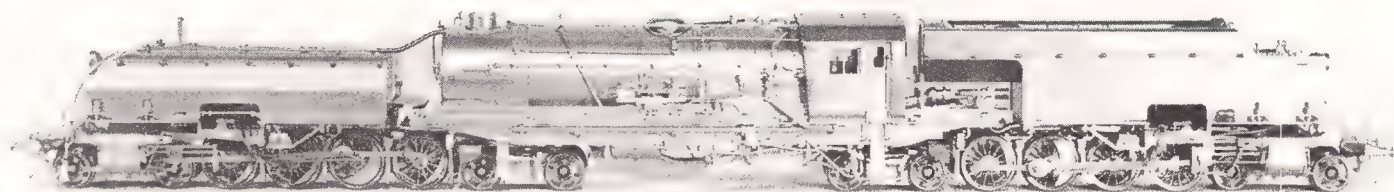
The best of luck during your retirement, Mike.

Gawd, who can we stir now?

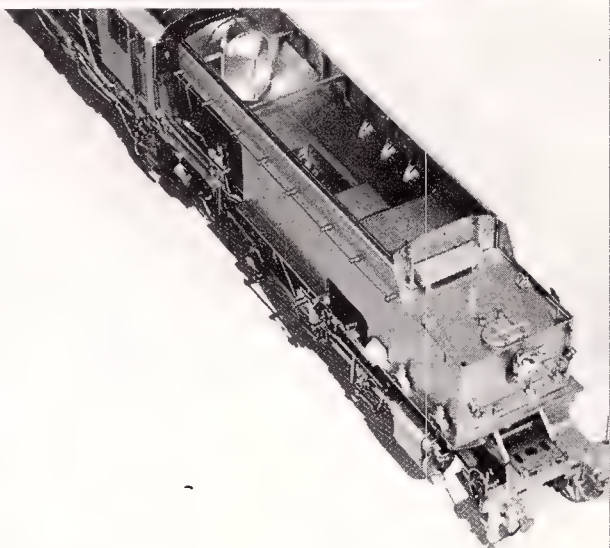
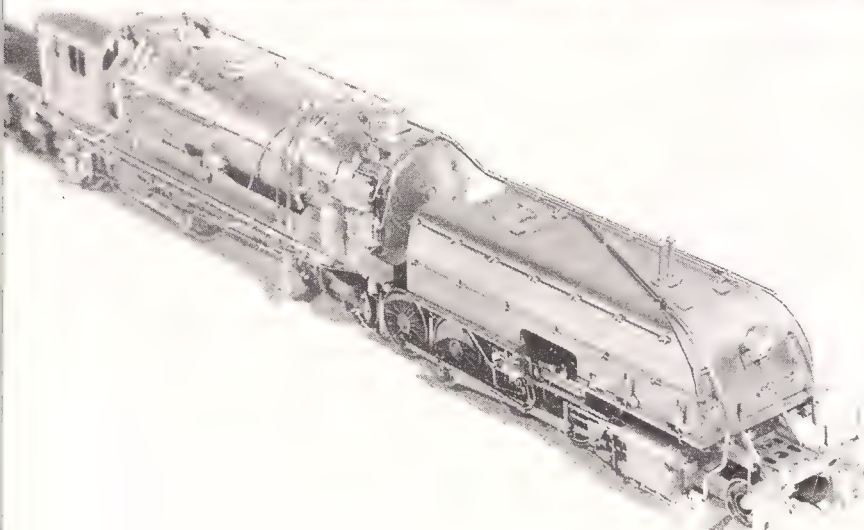
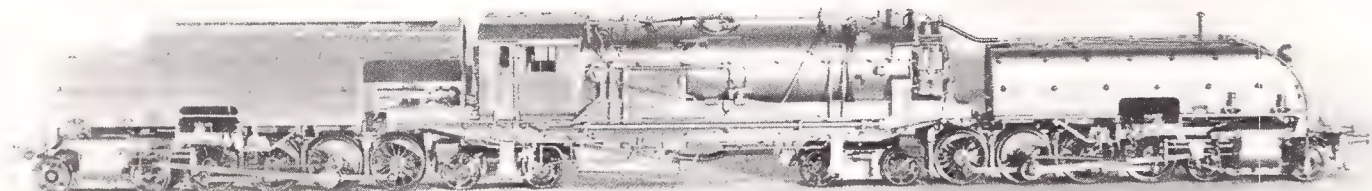
VR MISCELLANY — 2

For those who have the BGB kit of rebuilt VR louver van VP 103 and want to be up to date can now change the coding as have V/Line to read VLBY 103. Of course a change to ride control bogies will also be necessary.

Geoff Brown



Samhongsas built — Mansfield Hobbies imported — the N.S.W.G.R. AD60 class in HO scale.



Detail on the AD60. On the front end note the sound tubes and the flexible hosing between the sections of the loco. On the rear section the screw in the tender can be seen, along with all the other items of detail.



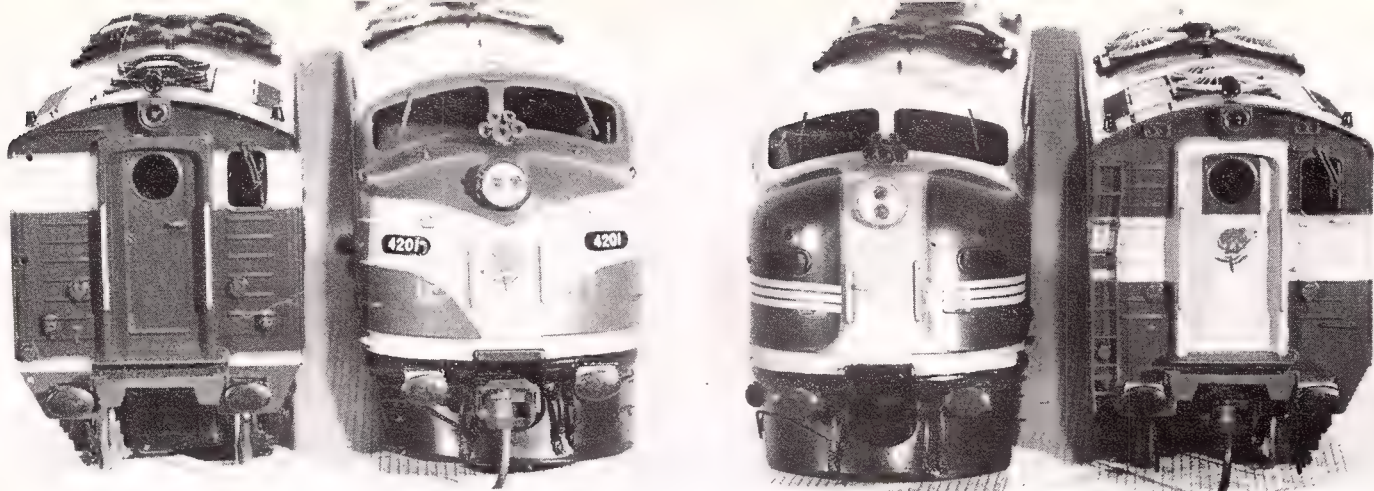
Main West Models has released a **pilot dress-up kit for the Lima 44 class diesel**, comprising epoxy castings for pilot extension fill-in and Kadec coupler mounting blocks. A double sided assembly instruction sheet accompanies the small poly bagged package. A small amount of effort is required to accomplish fitting which in the end only requires the painting of the pilots. The result is very surprising, as can be seen by the accompanying photograph, making this dress-up kit a very handy piece of equipment. The pack is priced at \$5.95. ■

No.2 end of a Lima 44 class fitted with Main West Models 44 class skirt conversion kit. Sections of the kit are in front of the model.

The **N.S.W.G.R. AD60 4-8-4 + 4-8-4 Beyer Garratt** is the latest HO scale model to be made by Samhongsas for Mansfield Hobbies. Retailing for \$850.00, it is a representation of the latest techniques in brass models and it is an excellent model of the second series Garratts. Powered both ends, the model has excellent running qualities, has a speed of 78 kph (48 mph) at 12

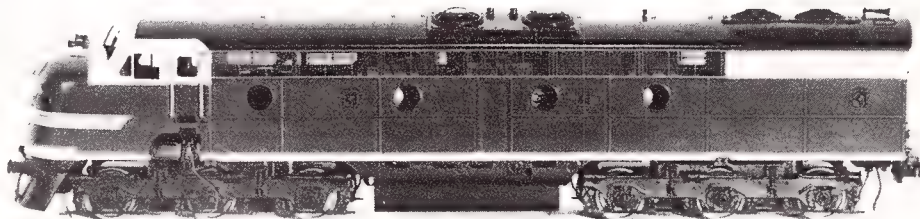
volts, increasing to 112 kph (70 mph) at open throttle (17 volts), a crawling speed of 1.4 kph (0.9 mph) and a drawbar pull of 130 grams. This allows the model to pull a very heavy load (15 + Lima twelve wheelers) at a very slow speed and even managed to easily lift this load from a stop on a 1 in 30 grade. Although it is an excellent runner it had trouble negotiating No.4 pointwork. Its highpoints are the exquisite piping and detailing items which include full electrical conduiting, coal feed screw, sound tubes, very fine working valve gear and even the shut-off cocks on the air lines. A highlight is the flexible piping joining the water and sound tubes between the three sections of the loco. The model is accompanied by a number of spare parts, a set of etched cab numerals, colour photograph of 6032 and an illustration showing easy disassembly of the model. This is an excellent representation of the prototype and being well assembled is a superb model. ■

Casula Hobbies have released the **N.S.W.R. 42 Class diesel electric locomotive** in HO scale, which was priced at \$410.00. Built by Samhongsas of Korea the model features a mechanism with large flywheels attached to the motor, giving the model smooth running qualities. The model was presented in three forms, as used early in its career (painted red), as modified (painted red) and as 4201 in 125th Anniversary livery (green). The rebuilt model has handrails on the nose, horizontal sealed beam lights (the other having vertical seal beam lights), side window on No.2 end, marker lights and No.2 end, ladder. Both the early and late versions have been given the same paint scheme of black underframe, bogies and roof, Indian red sides highlighted with yellow patches on the side and nose. Delicate red lining made up this scheme. The 125th Anniversary livery has a black roof, undergear and bogies and green body. Decals for both models is being sup-

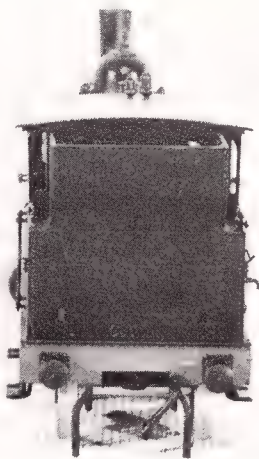
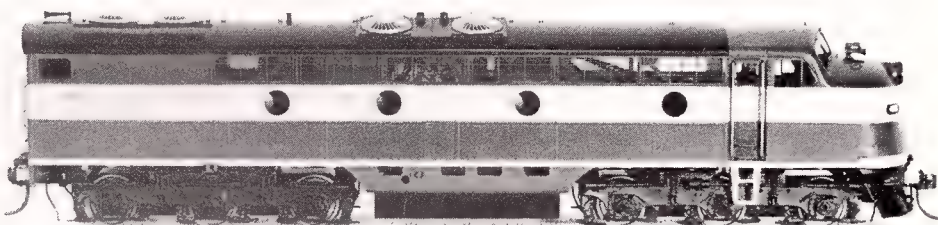


These two photos illustrate the two versions of the 42 class. The units with the Waratahs is 4201 as modified and painted in the 125th Anniversary livery.

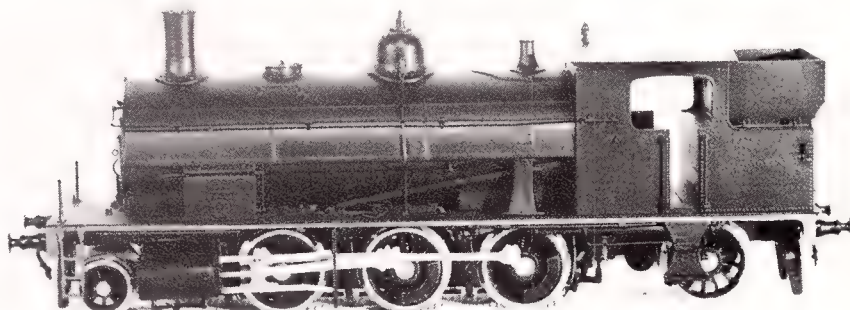
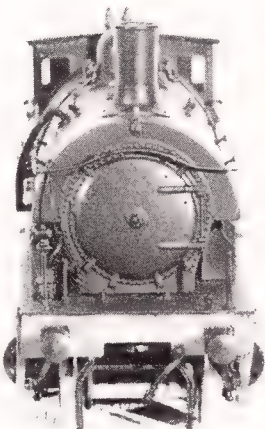
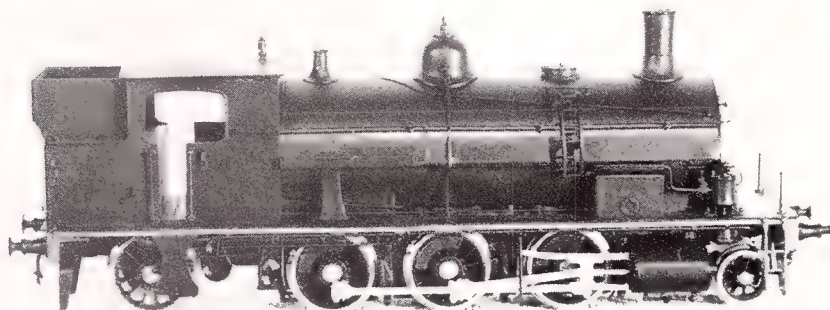
plied by the manufacturer. The model is made from some very fine etching with very good assembly. Running qualities of the model is quite good with a top speed of 114 kph (71 mph) at 12 volts which on open throttle speeds up to 164 kph (103 mph) at 16 volts, a crawling speed of 4 kph (2.6 mph) and a drawbar pull of 130 gram. Transferred to the track this model has the correct top speed, runs smoothly and easily pulled the test train of 15 Lima twelve wheelers up the 1 in 30 grade. The highlights of this model are the see through ventilation panels, smooth running qualities, nose formation and superb red linework on the final finish. ■



Casula Hobbies HO scale NSW 42 class diesel built by Samhongs. The model above represents the class as seen early in its career, while the model below represents 4201 when painted in the 125th Anniversary livery.



Berg's Hobbies HO scale NSWGR Z26 class 2-6-2 saddle tank locomotive, built by Samhongs. Factory painted.

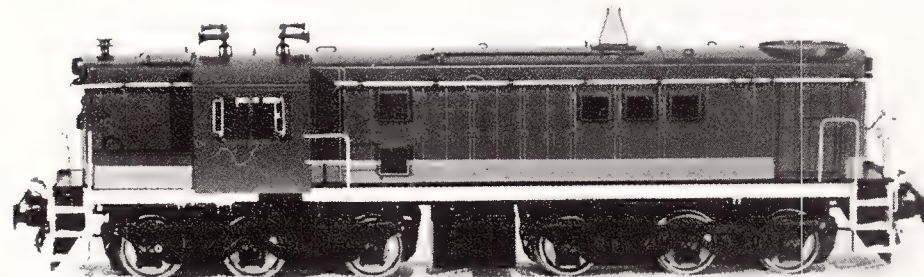
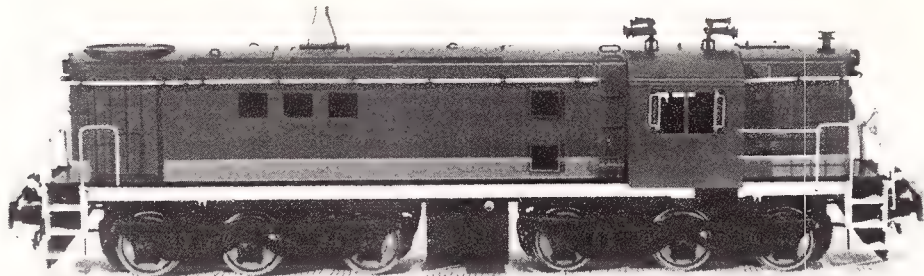


Bergs Hobbies have released the **N.S.W.G.R. Z26 class 2-6-2 saddle tank locomotive** in HO scale. Built by Samhongs of Korea the model represents the latest in brass manufacture for steam engines and provides a finished model with numerous finely detailed items including complete backhead detail, pipework on underframe, ladder and fine pipework on body. The model inspected was painted black with red buffer beams and underframe edge and retails at \$445.00. Unpainted versions retail at \$395.00. On the track the model ran freely until a section of underframe detail

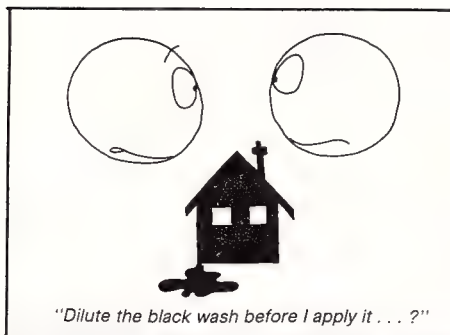
spring caught the catch rail on a point. When removed the model readily negotiated all pointwork down to No.4s where its restricted wheelbase (the rear wheels are not true radials) would not track though the points without derailing. It has a speed of 85 kph (53 mph) at 12 volts which on open throttle (15.5 volts) speeds up to 114 kph (71 mph). It has a crawling speed of 7 kph (4.3 mph) and a draw bar pull of 57 grams which allowed it to pull 11 Lima twelve wheelers, a good prototypical load. The model is a good representation of the prototype both in performance and appearance. ■

Berg's Hobbies have released a limited run of the N.S.W.R. Series 348 Class diesel electric locomotive in HO scale. manufactured in Korea by Samhongs the model is available in three styles: Unpainted priced at \$395.00, painted tuscan red priced at \$465.00 and candy stripe priced at \$495.00. The model is representative of the latest technology in brass manufacture and includes slim fly-wheels on the motor. All components have been nicely proportioned and assembled and detail work includes very fine grill mesh over the main fan and underfloor piping. On the track the model

ran very smoothly and at 12 volts had a speed of 81 kph (50 mph) which at full throttle (15.5 volts) speeded up to 106 kph (66 mph) a little slower than the prototype. The crawling speed was 4 kph (2.5 mph) and the draw-bar pull 85 grams, which allowed the loco to easily lift a load of 15 Lima twelve wheeler passenger cars and easily negotiated No.4 pointwork. Also included in the pack is AMRI decals for cab side and number box numbering. The highlights of the model is the overall appearance, assembly, running quantities and on the model inspected the candy stripe paint scheme. An excellent representative of the prototype in both appearance and performance. ■



Berg's Hobbies SRA NSW series 3 48 class diesel, built by Samhonsa in HO scale.



MAILBAG

Sir,

Does anyone know what colour scheme of the Newnes Shays. I have just kitbashed a Roundhouse 'C' class 3 truck shay to resemble the Newnes models and now await to paint it. Also anyone building this kit would find the information in the February 1984 Railroad Model Craftsman, on the 2 truck Shays (Reviews) a great help to assemble this kit to a better running engine. Also a help for local mods is the builders photo of No.2 in 'The Wolgan Valley Railway — its construction' by Henry Deane.

S. Adams,
Glebe. 2037.

An article on kitbashing the Wolgan Valley Shay will be soon featured in AMRM — Editor.

Sir,

May I bring to your notice the new livery of 4499 which can be often found at Nowra. It is a very unusual colour scheme. It looks far better than the usual candy stripe colour scheme. The grey is very similar to Light Gull Grey used on naval aircraft. Humbrol and Airfix model paint companies manufacture this colour. The nose is still in the candy stripe scheme up to the front of the drivers side window. The SRA symbol is two tone — red and orange. The roof and sides are grey (gloss) and the side number is red. At the rear, the grey finishes at the handrails below the windows and then it is the usual Candy Stripe scheme.

This scheme matches the carriages being used on the south coast line. I had to look twice when I first saw the loco and I didn't like it, but now it is growing on me and I'm starting to like it.

M. Webb,
North Nowra. 2541.

An excellent colour photograph of 4499 is produced in the April 1986 issue of Railway Digest — an ARHS NSW Division publication — Editor.

Sir,

May I draw your attention to the 48 class. Two, 48157 and 48159, have been fitted with fabricated elephant trunk exhausts. This is unpainted and points towards the No.2 end. It is taller than the 4842 fitting in AMRM # 129. Both locos are candy colours.

Further to this another (48154 or 48156) has four red flashing strobe lights on top of the short hood. The loco is also candy colours.

Greg Morris,
Bullaburra. 2784.

A report in the April 1986 issue of Railway Digest indicates that 48s have been modified for working on the Woy Woy Tunnel upgrading. The ducting is a catalytic exhaust converter which renders harmless noxious components of the exhaust gas. When not in use on the project, the locos will be used in general service. The issue of Railway Digest includes a photograph of 48159 as well as an interesting article on the 421 units. Unfortunately we cannot offer any explanation on the

strobe lights — maybe an informed reader can assist. — Editor.

Sir,

I could not agree with your editorial in the December issue.

I well recall many years ago tactfully suggesting to one of the local manufacturers that several of the modelling fraternity like myself felt that the time was right to improve his product by making modifications to improve the kit and to adopt some degree of quality control. The reply was "Why should I, there is no need to as the 'mugs' still buy them." Unfortunately over the years the attitude does not seem to have changed and has also extended to high price imported products.

I always understood that quality and price have an equation "You get what you pay for", meaning that if you pay a Rolls Royce or Mercedes price for a motor car you do not expect to get a product of inferior quality or finish. Surely the same applies in the model railway hobby. But that has not been my experience and whilst the modelling public continues to put up with the present situation we only have ourselves to blame. What is it best to have — either no model with the money in the bank or a model which is not a model of the 'locomotive' which is advertised. With imported models now running at over \$500.00 a time, I think we have to ask ourselves on each occasion are we getting value for our money — is the object we are offered a model of the real thing? I appreciate that in any model there must be allowance for modeller's licence with regard to running ability, size of motors and materials but the finished product must 'look right'.

I well remember years ago being offered a NSWGR painted brake van which was painted chocolate with a white roof instead of tuscan with a buff roof. The dealer could not understand why I took an unpainted version.

The straw which broke the camel's back was the locomotive I was offered by 'our friendly dealer' before Christmas. When it was put on a piece of track straight out of the box I told him I thought the funnel sloped forward and was told to take it home and have a good look at it. There I discovered that not only was the funnel out of square but the boiler was also in keeping sloping forwards whilst the cab sloped backwards. I could not believe it and showed it to my friend 'two thou' who agreed and said kindly that "It could not be fixed with a coat of paint".

I returned the loco to the dealer who agreed with my suggestions and promptly produced another model which was no better — QUALITY CONTROL?? Needless to say, I have the money in the bank.

Whilst manufacturers and distributors do not like the words 'buyer resistance' or 'consumerism' it is a fact of life these days.

How many of your readers have noticed in past issues of your magazine that the prices of certain imported locomotives have been reduced after a period of time on the shelf and one can only assume that perhaps buyers are finally becoming a little choosy or reluctant.

I wonder how many of your readers are beginning

to think like myself that until we 'mugs' stop buying these 'so-called models' the message will never get back.

Any readers prepared to join 'Mugs Anonymous'?
Neil Cram,
Penrith. 2750.

Sir,

I feel it is my duty as a Victorian modeller to defend my fellow modellers against the foul accusations made by 'Big Bad Bob' in Mailbag, Issue 136. Wimps, indeed! I submit, sir, that just because no-one who lives in the civilised State of Victoria wishes to ruin an expensive model by painting it incorrectly, it should not leave him/her open to such monstrous untruths. I am amazed that, along with 'Big Bad Bob' suggesting desecration of NSW and VR diesels, he didn't suggest someone in South Australia painting a BL in mustard pot colours.

I have recently completed a NSWGR 40 class diesel conversion using the cab, pilots from the Main West conversion kit as well as Mansfield Hobbies headlights, marker lamps and exhaust stack castings. Everything turned out fine until I painted it royal blue. I used Hots Dupicolour Royal Blue from a spray can, which is very close to VR Royal Blue. I have since heard mumbblings, gruntings etc. from some people who say that the NSWGR Royal Blue was lighter than the VR version. Can a reader enlighten me as to who is right. For the moment, I'll apply modeller's licence and leave it. After all, I do like VR blue and gold, except on A, G, N and P classes.

David Brown,
South Yarra. 3141.

Sir,

Every thinking reader of AMRM should take serious notice of the comments of John Eassie in his letter published in the April edition. How can a local industry grow if it does not receive support from both retailers and buyers?

I personally have had a stomach full of the many retailers who advertise foreign prototypes in AMRM, trying to inflict upon us their personal preferences. With one exception, where do we see ads in the magazine for retailers broadcasting in bold print "WE STOCK AUSTRALIAN PROTOTYPE"? In most cases the mention of Australian brands, if it is printed at all, is tucked away obscurely somewhere in the ad with a motley collection of American, British and Continental brands. To the layman, the ads mean nothing and for the purpose of the advertising dollar gain nothing. I think that this is probably a sign of the amateurism that pervades the model railway retail industry. With a few notable exceptions, I have found that most retailers in the hobby field are just that — a bunch of amateurs playing with toys and probably either going broke or just eking a living from their shops.

It is little wonder that a company like Trax, with obvious good contacts in the manufacturing industry in Asia, is moving away from model railways into another field. The retailers and the buying public should be as-

hamed of themselves for not giving full support to an Australian enterprise, or is the tall poppy syndrome at work in our hobby?

M.A. Pritchard,
Blacktown. 2148.

Sir,

April AMRM was a special bundle of goodies which has me inspired me to write:

- I endorse every good thing the correspondents said about AMRM, especially Ern Raddatz;
- I can help David Pidford, Pakuranga, NZ, with photos of the Malayan Railway and would like to correspond with him on the problems of modelling 3'6" and metre narrow gauge;
- Further to the debate over the preposterous discriminatory duty on HO Australian outline imports — as an ex brass owner who now happily models Ttn3½ in an Australian setting but more or less freelance (inspiration from Indonesia, Malaysia and other Asian countries), I condemn what I see as unfair penalising of other modellers of the Australian scene. Our hobby already pays quite enough duty and sales tax — ask any retailer!
- For anyone else interested in big-time European-style narrow gauge — Bemo 5001 HOe 8.6mm diameter 9mm gauge wheelsets fit the existing bogies on all the 195mm long express passenger cars in the Berliner Bahnen range perfectly. (Anyone serious about persevering with the standard TT should replace the poor quality Berliner Bahnen wheelsets with Bemo HOM wheelsets, 5201). Anybody worried about full-size European-style cars on narrow gauge may not be aware that Indonesia operates cars 3 metres wide and 23 metres long on all mainline passenger trains, or that Commonwealth Railways used to run very large ex-standard gauge coaches on the old 'Ghan'! I will have no hesitation in running my coaches, perhaps with a little extra weight, in an Australian setting on my 'Nieu Holland S poorweg'!

Colin Thompson,
O'Connor. 2601.

Sir,

Just received my February issue today and thought it timely to pen a few words of support of your stand regarding exhibitions, conventions and club directory.

It is the responsibility of officials/organisers to ensure that entries are submitted to your magazine in time for inclusion in the appropriate issues. It would be quite wrong for you to include an event or club because you happen to personally know about it — I do know of some clubs which restrict membership to 'invitation only' or to a specific number of members, and do not seek publicity. The same situation is possible in Australia and you could upset someone by including a club who did not wish publicity.

Previews, page 44, mentions the Hornby 4-wheel van liveries. I can assure you that Terry's of York, is NOT a mythical company — Joseph Terry & Sons Ltd being established in 1767. It is a chocolate manufacturing company, now a subsidiary of a multi-national.

I have not seen the model but, from your description, the colours are the livery of their road vehicles; as far as I know, they haven't owned rail vehicles, the factory being a few miles away from the nearest rail connection.

I do enjoy reading the AMRM. I have an interest in South Australian Railways and have been pleased to see the increase in coverage in the last year or two.

Roland Burdon,
York, YO3 9SF, England.

Sir,

I would like to congratulate Eric Moss for being able to build a 36 class loco from an FSM kit (April issue 1986) and ask how? as I cannot.

I purchased and received, after a very long wait, the FSM 36 class loco kit when they first became available and have only this year had the time to assemble it.

Any resemblance of a 36 class loco to my FSM kit is purely coincidental. I've made a list of all the faults as I've gone along, but they are too numerous to include here; almost every part has something wrong with it. Some are listed as follows.

Boiler needed rebuilding as the casting was out of alignment. I've had to make a new chimney and dome as they should have gone back into the melting pot with the boiler. I made up a new expansion link framing bracket out of brass as the white metal one was too soft. Would you believe that the detail sheet detailed the expansion link frame BACK to FRONT? I've had to lower the front buffer beam some 2.5mm. I got four crankpins for six wheels and even the crankpins were the wrong type for the wheels supplied. There were two left-handed cylinder assemblies instead of one right and one left and also no slide bars or crossheads

supplied. I built up the slide bars from square nickel silver and the cross heads from 10 thou. nickel silver and soldered in a bronze slide, so now the crossheads look and work like real ones. I could go on and on but that is another story.

Then to top it off, John Eassie's letter in the same issue (in part) states "The enthusiast, on the other hand, is prepared to buy a new model, accept it for what it is and be happy with it." WHAT ROT!

Eddie Garde,
Blaxland. 2774.

The prime lesson to be learned from Eddie's letter is to thoroughly check a kit after purchase, especially if it is to be put away for a later day. In this case, there is no doubt that FSM would have made good the bad parts. Unfortunately they are no longer in business and Eddie is the real loser. — Editor.

Sir,

I am very pleased to see and read the compliments in last 'Mailbag' by Mr. M. Webb of Nowra. He commented on how friendly Queensland AMRA Branch members are. Yes, it is all true, we are a friendly mob. Anybody who is interested in railways is made welcome, whether they model Qld, NSW, Vic, American, British or whatever, and most end up joining our ranks. When I first visited I was made welcome and that's why I joined. Often our clubrooms are packed with all different sorts of modellers; we even had a race with an XPT against a Bullet Train (the XPT won, of course).

Queensland AMRA would even welcome someone with a 81 class in Tuscan colours, I think??? Just to conclude, I would like to commend Mr. Webb on his comments and say "Thank you, brother!"

Andrew Webb,
Mansfield. 4122.

Sir,

I would like to thank Mr. David Anderson for his encouragement and assistance to our hobby of scale model railways over the past eight years. I wish, as I think everyone else who has had dealings with him would, that he and his wife have a very happy and long retirement.

Bill Ives,
Wavell Heights. 4012.

Sir,

I have read Mr. Eassie's letter in April AMRM with great interest.

I am not, and never have been, in the model railway trade but his points seem to be to be valid. His definitions of the "railway modeller" and the "model railway enthusiast" are very accurate, having met a number of both.

There are some comments I would like to make on his letter.

- The manufacturers of British, American and European equipment have much larger 'home' markets than Australia has, and consequently, can afford to spend more on development and advertising. The percentage of enthusiasts etc. may be the same but the base populations are much larger. Nevertheless, a number of manufacturers have failed over the past few years. In a few instances these have been resurrected.

- Almost all the overseas manufactures have been available on the Australian market for a considerable time and at a time when there was virtually no Australian manufacture or outline available, hence there was little else to buy. Even now, despite valiant efforts, there is not very much Australian manufacture or outline available, compared with the torrent of overseas equipment, much of it very good and reasonably priced.

- I am surprised at the comment that "highly priced brass locomotives are the backbone of most Australian layouts". I assume steam outline layouts is what is meant. I would have thought "pride and joy" would be more accurate a description bearing in mind their cost. There is little inexpensive RTR Australian steam outline available, which may be partially responsible for the lack of sales of Australian outline. Not many people can afford brass. By comparison there are a number of quite reasonable diesel locos available at reasonable cost.

- Many enthusiasts established their layouts when Australian outline was rare, if it existed at all, and naturally do not wish to scrap their existing layouts at a fraction of their replacement cost.

The answer for expanding sales for the trade seems to be with newcomers to the hobby. In addition, good, reasonably priced products are required, coupled with aggressive advertising and promotion but I expect that this advice is preaching to the converted.

John M. Gordon,
Roseville. 2069.

Sir,

In reference to Mr. Eassie's letter in the April edition of your magazine, I wish to add my comment on the sales of the Trax rollingstock.

Mr. Eassie gave figures 2500 FS/BS carriages sold in only four months. I have bought three of these excellent carriages and intend to buy three or four more as finances allow. Mr. Eassie, may I suggest that I may be above the average model railway enthusiast; this is difficult to go into here, but I'm fond of all Australian model rollingstock. I obtained one of your excellent 48 class diesel locos of NSW when they came out and look forward to more lovely Australian rollingstock from you — how about the NSW AD60 Garratt. This should not be difficult and, as you mention, you are now associated with the best, or one of the best, model manufacturers in Asia. I'm sure I read in your letter a reference to 'unusual' — perhaps not the word, but I'm trying to say a Garratt AD60 would receive a good reception not only in Australia but overseas also.

As for the stores stocking Australian kits, brass models, other rollingstock, accessories etc. I wish to state I'm in walking distance from the Engine Shed at Box Hill. There is very little more to be desired. If what I want is not in stock, they willingly get it in for me, even have items from overseas I have seen advertised. This includes OO and N gauges too, to say nothing of the high quality second-hand items they carry. I'm mentioning this, if you publish this letter, for the benefit of folk in other States and long distances from good model railway shops. I hope I'm not treading on the toes of other good model railway shops nearby but I can usually get what I want from them.

So to close with Mr. Eassie's query on sales of Australian models, we have really been inundated (does that expression put the point?) during the last two years with beautiful kits and rollingstock from so many manufacturers, so my advice is see if you can keep stock of items as the buyers can catch up with them. As for the AMRM, it's a big asset to us, advising us what is coming and previews of what has become available. Thanking you.

Wallace Thomson,
Mont Albert. 3127.

Sir,

It was with considerable interest that I read Mr. J. Eassie's letter in the April issue. As a consequence of reading his comments, I decided to try to purchase some of his products here in Brisbane. The results are an appalling indication of the attitudes of the hobby retailers here.

I specifically wanted to purchase a set of FS and BS coaches. One major advertiser in the magazine was contacted first, the response being they had no coaches in stock and when asked if they would be getting stocks, the response was no, that they had one set of TRAX in stock and that the standard was below that of the major propriety lines that they stocked and I was told that it was not anticipated that they would be getting any more.

Try No.2 — they only had one BDX wagon in stock; as for the future, they did not know as the product was slow moving.

Tries Nos.3 and 4 ran along the lines of no stock and as it was difficult to obtain, not worth the trouble.

Try No.5 was from a non shop based model supplier of long standing who advertises in the magazine and who at the time had no carriages in stock but carried them normally and expected further stock if I was prepared to wait.

To me this raises a number of points. Shop No.1 didn't give a damn about either what the customer wants or supporting a local producer and their public relations was nil as far as the hobby was concerned.

Shop No.2 should become aware that it is impossible to sell something you don't or won't stock and in the hobby industry it has been for years those who offered a customer service that got the business.

Shops 3 and 4 again obviously are in the same boat as Shop 1 and only want to stock the high margin fast moving lines — good for them and bad for the hobby and those who try to meet its needs.

A further point for Shop 1 is that — if a modeller wants a left-handed rubbish box that is what he wants, as he has probably seen it either reviewed or advertised and is aware of its shortcomings. So being told it is sub-standard does no credit to either the management or the staff of the business concerned.

Obviously if to get what you want you have to shop interstate, they lose the business and apparently don't want it anyway.

To the manufacturer, some more sales effort is needed, together with better promotion as, despite bugs, it is a good basic product of a standard better than toy and deserving of scale wheels. As for moving out of the model railway field, all followers of the hobby

are not cretins so please continue your support for those in the hobby who have supported and are supporting you. After all, if everyone follows through to the extreme with the attitudes exhibited, the hobby would quickly return to the circumstances of the early 1950s when it was take what you can get and be thankful, or go without.

*Allan W. Ward,
Inala. 4077.*

Sir,

I subscribe to your magazine because it's the best in Australia for railway modellers and enthusiasts. Being an expatriate Victorian, I'm a long way from the VR hobby specialists in Melbourne but, thanks to your magazine, I'm just a 'phone call away. Also thanks to your magazine, I get the chance to see new products available in relation to my particular interest without having to travel 'down south' to inspect personally.

I enjoy reading 'Mailbag' because I can relate to other people's problems, especially since I'm a newcomer to this hobby. Criticism of your magazine is bound to happen because of your wide range of interests; naturally you cannot hope to please everybody. As an ex-businessman it is pleasing to see your professionalism in handling such criticism — due or undue.

As for me, I'd like to see more colour photographs of layouts, reviews, prototypes, etc. even though it probably means a higher cost per issue. I reckon it would be well worth it. What does everybody else think?

Finally, Neil McMahon of North Ward, a Townsville suburb (almost a neighbour of mine), suggested in his letter to you, AMRM No.137, p.48, that your magazine is produced by part-time staff. If this is the case then please take a well-deserved bow for your most professional efforts. In recognition of these efforts I would like to see named photographs of you and all your staff responsible for publication of this magazine. What say you, Editor?

Thanks for keeping me in touch with this intriguing hobby and for your persistently high standard of publication.

*Peter Marsh,
Freshwater. 4872.*

Sir,

It has been stated that the 20% duty levied on Australian outline models imported into this country is the result of "complaints" from local manufacturers, and at a recent exhibition, Footplate Models was mentioned in this context.

We wish to make it quite clear that Footplate Models has never made any submissions on this (or any other) matter. Our contribution to the hobby is an extremely small one and it would be totally unfair for us to pretend that imports impinge on our tiny sector of the market. So far as locos are concerned, we agree totally with AMRM — let's use the present opportunity to push for the abolition of duty on all such imports — brass, plastic, from whatever country.

We believe we can successfully participate in the market place without tariff protection, although we would like to see a change from the present situation whereby local manufacturers (few as they are) have to pay full duty on imported components.

*John Sever and Stephen Cox,
Footplate Models,
Higgins. 2615.*

Sir,

April's AMRM contained much interest (as usual) and deserves another 'BRAVO ZULU' (Naval signal meaning 'WELL DONE').

The wonderful cover shot. I lived in the pub behind Lal Lal station during the 1950s, and though I've been back once or twice, it took Bob Richardson's photo for me to realize the beauty of the place. How the trees have grown ... The blue-stone station (behind the photographer) is a building of great merit too. About ¾ back along the length of the train a branch line to the Lal Lal racecourse left the mainline. The actual junction may be a bit hard to find but once you cross the road that parallels the line the old right-of-way is quite easy to trace. I recall a 'K' class 2-8-0 going in the dirt on the points in the foreground. Water gins would be parked in the siding and water pumped to the pub's tanks during dry spells. At the other (down) end of the platform was a water tank and ash pit. This facility and the accompanying noise of a steamer being serviced at night would often have hotel guests somewhat perplexed. Walker railcars brought papers and school milk and were the only way to go — since replaced by a bus. Who needs 'em? Lal Lal has much to offer. There's the old iron mine and remains of its associated tramway, waterfalls, Bungal dam, (a more recent construction), and old gold workings. Gold, coal, iron and clay were

mined here. Thanks to Bob for winding back the clock, I can hear the steamers battling Lal Lal bank and behold B60 being mobbed by the local kids when she first passed through.

The 'B' class spread was interesting, you pointed out many subtle variations in colour schemes and general arrangement. These locos must go down as one of the all time greats, 30 plus years and still going. A tribute to Clyde/GM and VR. Later technology has given us the 'A'. What a magnificent machine, let's hope they'll last another 30 plus.

In closing I believe John Eassie's letter says it all. His comments re railway modeller vs model railway enthusiast is right on. I wish him and the brass importers good luck and hope common sense prevails.

*Lindsay R Richmond,
Kambah. 2902.*

Sir,

Regarding some discussions in Mail Bag regarding the problems selling Australian Models in Australia and Overseas. I like to comment too.

First up, the question: What is the purpose of Model Railroading? Model railroading is a hobby which should give us pleasant hours after work, give us a relaxing time away from all the stress of the daily life. We create a little world which is peaceful, and everybody is happy. It is a world as we may dream of, would like to see the real world to be.

Model railroading is also a challenge of our skills, and gives us satisfaction. Since everybody is a different person with different talents, different ideas, so become every layout different.

Every hobby costs money, and where money becomes involved, there is a business. This is mostly fair, but you feel sometimes to become ripped off, and then becomes this hobby treafur.

I don't know how far these high prices for Australian models are justified. One thing must be clear to these manufacturers and retailers, that the wide public of model railroaders cannot afford them. They have no choice, but look for models they can afford, and these are either Lima or overseas models, whereby with the latter you sometimes pay fantastic prices too.

Two examples: I bought two Marklin-Hamo locos directly from a German hobby shop, a Class 85 for \$A146.96 (including fees and postage) and a Class 75 for \$A124.14. The postage for both was \$11.95. The 85 is here on sale for \$233.00 and the 75 for \$191.00. A retailer in Germany gets 30% discount from the factory, and so does an importer.

This is with other brands the same. Few years ago, I bought directly from Lima in Italy a NSW 44 class diesel loco and some older type express-coaches. I paid for the loco \$A3.50 (yes three dollars fifty) and for the coach \$0.85. The customs-officer could not believe it, but I had the invoice from Lima.

At this time these items were on sale in Australia for \$18.00 and \$7.50. Maybe a high profit margin is necessary in Australia to exist in business, I don't know. But this is one problem that many people just can't afford this hobby. Many start off with a cheap Lima set and find out later that this hobby is very expensive.

Australian manufacturers complain that retailers don't support them enough. But I believe that these retailers are facing the same problems. Too high prices. They cannot sell these items.

Also it is not acceptable to offer half finished products. There are unpainted locos, carriage-kits without wheels or couplings. How do those manufacturers believe to sell their products to the wider public of model railroaders? Not everybody has the time nor the skills to complete these kits. You have enough to do with landscaping, which I found is very poor on most Australian layouts. But perhaps that is the reason for it, that you spend so much time to get a few trains complete that you could not spend more time. At last, you wish to see the trains running.

I can also not understand that Australian manufacturers let their products produce in Japan and Korea, etc. Are they not able to do it in the country? Are they just as poor as the automobile industry? But then complaining, if the Government wants a part of it.

I suggest that all Australian model railway manufacturers are going together and set up an United Australian Model Railways Company, put their skills and experiences together, accept also the know-how of overseas firms, and don't try to go their own way, believing everything is different in Australia, and produce a full programme for all states, including tracks and signals, typical buildings, trees etc., and offer there items to an affordable price. Because unless the Mr. Average can afford them, it has no use, the items won't find enough buyers to make the production worthwhile. And produce everything in Australia! If necessary hire some skilled people from overseas firms, some could even

be interested to immigrate to Australia.

There is a market here in Australia, there are many good people here, and if we are all a bit reasonable, we could all be happy. And this is what model railroading should bring us — Happiness!

*Hermann Mayer,
Woodridge. 4114.*

Sir,

'Hooray!!' At long last the 'TRUTH' has struck out! I refer to Mr. J.R.Eassie's letter in the April issue of AMRM. After reading this letter at 12pm at night I awoke my neighbours with sounds of joy and laughter as I jumped around my room in the knowledge that I am not alone in my views towards the Australian model market.

In the 1970s (late) Hornby Railways invested into the Australian market. The result: one ZL VR brake van and the VR S class diesel and painted as a ANR GM. At the same time I was just on the road to try and run Australian models as close to prototype as possible. In those days if you wanted Australian you built it.

As I could not build this made me go out and buy a few S class locos and a dozen or so ZL brake vans. With this all I got was 'Its wrong, rubbish, too high, too wide, etc, etc' plus a lot of jibes at the club I attended. This put me off the clubs I attended. As time passed by, Hornby withdrew from the Australian market.

At the time I asked around the retailers as to why. All I got from 90% of them was 'Not enough sales'

Recently I walked into a noted retailer that sells odds and ends of railway mania. Their in a window case was a Hornby ZL van for \$20. Now I have had it up to my neck getting boos and hisses from people who count rivets and put rubbish on someone who tries to bring out a model of an Australian prototype and when these models are withdrawn from the market through lack of sales these items become priceless, you ask your own figure. These people who put down a model are nothing but hypocrites. One day they won't buy the next they are willing to pay three times the amount.

I myself will buy an Australian model if and when I have the money regardless of size or wrong colour. Not only has the above pulled out of the Australian market but we could see others, e.g. Lima, BGB, Trax or BGM.

Lima has Australian models on the market, 422, 44, VR S, ANR 930 and rumour has it that the B is soon to come out. I myself am only four Ss away from the fleet and if and when the B does arrive I hope to have all 25. Lima recently changed their ELX so it now appears with a sign on one end door. I don't know how well these are selling to the old ELX but if we don't support the Australian market, who is? We all could loose the lot! No, I am not asking you to go out and buy dozen upon dozen of one wagon, but if you were to go out and buy just one it will make all the difference to the market place and let the sales figures speak for themselves. So next time a new model appears don't always look for faults but try to be open minded about it!

Look to see if it can be fixed. A bit of filler here, a cut there. Look and see if it has potential. Well at least have a go. Don't be so quick to pick on a model.

Hey you! Mr. Rivet Counter! Whether we admit it or not our models are wrong! Couplings, track gauge, etc. Look at your own model. Is it true? Not all of us has the talent to build an accurate model. All you are doing is frightening people away from our hobby. Further more don't be so quick to judge as I am 90% certain that the real thing does exist regards how small or large a difference it may be of one wagon the Australian railway wagons are as colourful as our different railway gauges. After all our hobby is supposedly to be fun not a nightmare.

*John Smithers,
Richmond. 3121.*

P.S. He has my vote! Three in fact!

Let's set the record straight. The Hornby range of OO scale Australian models were on the local market in two phases. The first included the Sydney suburban electric cars and the VR B class. These were made in New Zealand by the local Distributor of the range but when they lost the distributorship, in the early 1970s, any chance of a rerun was lost. The next phase, as detailed in John Smithers' letter, was dropped from the Hornby range when Hornby Hobbies ran into financial difficulties in the United Kingdom. Any possibility of them being made a viable product by the revitalised company was put paid to when all remaining stock was flooded onto the Australian market via food chain stores at ridiculous prices. Z vans for 69 cents, locos for \$9.00.

Unfortunately, the rumour that Lima are producing a VR B class is just that, a rumour. There is no truth in it at all. — Editor.

Sir,

I just could not resist passing on my thoughts on Mr. John R. Eassie's open invitation letter in the April 1986 issue. It does make sense in what one sees is what one normally models, so it is a case of expanding in Australia rather than overseas.

The reasons for the 'traitors' existence and I include myself as one are numerous, the lack of Australian prototype models until recently, low-key and misdirected marketing and local company policies. Low-key is for example the lack of any printed material available over the counter to suggest to a potential enthusiast that the purchase of any one Aussie product belongs within a compatible system. Misdirected marketing is what happened for example to the 422 and 48 plastic ready-to-run where there was no stable price. This has manifested itself where every potential purchaser hangs out to see what the final price is of any new product. Unit train operations which represent a great part in Australian railway practices are still cost prohibitive to the individual in model form. Can this be solved keeping the maker, seller and buyer all happy?

Now company policy is a real amusement centre. For example any traitor can choose any prototype item and have a good variety of choice. I.e. rubbish, good runner, detail accuracy or any combination. Local outline cannot afford that choice due to a smaller market. At present the choice is the material medium not the quality. So we cannot aim at the bottom end of the market. Good running plus spot on detail should be the norm, otherwise everyone could buy Joeuf's repaints again and be happy.

Closer to you, i.e. Trax policies, the 48 class was a potential classic and it has been said that production cost is small compared to tooling costs. Why then wasn't the advantage taken to produce 48 spin-offs by having clip-on fuel tanks, the battery box, five chime horns and possible roof hatches? For that little bit of effort three or four types of 48 available r.t.r. over the counter.

Another aspect is your promise of almost 100 products and then say one hiccup and then nothing is not very sporting. Sure other manufacturers may take a punt and produce something from your earmarked list, but someone must be losing in the GY and NOBX stakes.

The hat trick has to be wheels for company policies with every producer going at right angles. Now you think a bit of organisation one could have a common producer that all parties happy with making one unit suitable to all their needs in price and quality. Their act

is coming together in the brass field, i.e. opposing new duty, so why not other aspects of Australian outline.

Some comments about the market and sales, apart from floating prices. If you want the traitors to convert to Australian, selling out is not cost recoverable for any person, so convince them to operate two prototypes on a common layout or two separate layouts. Make it money wise feasible so that the cost, quality ratio is close between the two systems. Maybe consider using brass systems of paid before/by delivery in the plastic area, although a pilot to show what comes for their dollars is still necessary.

What everyone forgets is that Australian outline also can be broken down to sections. I.e. time (steam only, steam + diesel, diesel only, modern diesel period) and location or theme. For example a wheat/coal or freight only line wouldn't even need a FS/BS for the layout. This breakdown of themes comes by the sheer cost involved in assembling such a large collection, which will remain unchanged unless all 4500 of us win the big one in Lotto.

My final note is that the Australian outline has its birth from the traitors demand for their product to be in Australia, the proof is within the back issues of AMRM. I hope my comments are taken with no ill feeling.

Peter Zaglauer,
Wiley Park. 2195.

Sir,

On behalf of the members of the Waverley Model Railway Club I would like to apologise to those who attended the Beaumaris Community Hall on 3rd and 4th May to find the Beaumaris Lions Club Exhibition cancelled.

This unfortunate occurrence resulted from the WMRC being advised on 8th April that the hall was unavailable, and at the short notice we were unable to find suitable alternative accommodation.

Please be assured that our exhibitions scheduled for Box Hill on Queen's Birthday weekend and Glen Waverley in October will proceed, and that the venues are already confirmed.

Roger Charles,
Secretary,
Waverley Model Railway Club,
South Croydon. 3136.

Sir,

I have been reading your magazine since changing from modelling British about three years ago. I have a couple of questions concerning you're magazine. As

you're magazine is done on a voluntary basis you are limited on how much you can put in each issue. Then why do you persist reviewing non Australian prototype models as most are reviewed in their own e.g. British in Railway Modeller, American in several etc. And why do articles like Vulcan Vale appear as it is more American. I cannot deny Vulcan Vale was a high standard layout and well detailed article. But I think the space could be better used.

In regard to the letter from John Eassie I totally agree with him. We do need more enthusiasts, because modellers do tend to be too fussy. They forget, not everyone can scratchbuild or buy brass. But we should not have to buy brass.

Trax type locos are the only answer that most people can afford. We have a good range of kits available, BGM, BGB, Rails North, Casula, AR and now Far North Hobbies. They are superb in my opinion but what will haul them. Lima have helped a little with a S or B if you want them. NSW Railways have several steam and diesel kits over the years, but we, here in Victoria have just scraped the ice with the whitmetal T class. With 15% duty on brass, that's even more reason to look at what Trax has done.

So then, we can continue to buy the kits BGM can stay in business, saving several jobs. And maybe then more shops will stock Australian, instead of pushing Roco, Athearn, etc. As I've seen shopkeepers do, who even stock Australian Lima. And maybe more will choose to model Australian instead of the normal r.t.r. British, American and European.

Keep up the good work and thanks for an informative and helpful magazine.

Geoff Altham,
Coburg. 3059.

Despite what some readers may believe, many of our 8,000 plus readers are English modellers, and while we do not cater to all their needs we do strive to cover the new items of importance. After all, if we put our head totally in the sand we will never know if we are acquiring good quality models compared with overseas modellers.

With layouts, AMRM does not strive to present Australian prototype only. If it did, then we would be lucky seeing one layout a year in AMRM. We make no apology for presenting Vulcan Vale . . . in fact we are quite proud that the author, Ric Richardson, chose us, The Australian MODEL RAILWAY Magazine, in which to present his work — Editor.

AMRM NEWS

Compiled by Bob Gallagher

Red Faces

Last issue we made mention that we were aware that a number of subscribers may have missed receiving their renewal notices due to our computer crash. Well, we are now aware that over 150 of our treasured subscribers missed receiving their notices. But in our haste to get the second reminder into the post we managed to send the 'too late, you've expired' notice instead of our 'hurry up, expiry is very close' notice.

The results were rather remarkable, especially the many notes appended to the returned notices. We have decided not to try and answer any of the questions raised, except to repeat the promise that none of the affected subscribers would miss their April 1986 issue, even if their renewal arrived a few weeks late. For those who sent extra money for the April issue, we have extended the length of your subscription.

For the perpetrator of this dastardly deed, he has been apprehended and the trial conducted. His sentence, to be shot at dawn, will be applied as soon as he finishes these notes, and this issue, and the next, and the one after. Who knows, by the end of the year he may have gained remission before serving part of his sentence. After all, he lives in New South Wales.

1986 Club Listing.

All is well for the inclusion of the Club Listing in the December 1986 issue of AMRM, the problems raised in the February 1986 issue having been solved. All clubs in Australasia wishing to be listed are requested to provide the relevant details, clearly written on paper and send it to 1986 Club Listing, PO Box 4, Little Bay. 2036.

The following details are required:-

Club name and address (if applicable), meeting days and times, secretary or public contact (including address and phone number) and club speciality. (i.e. special interest in brands, scale or prototype).

Only listings received between June 1 1986 and October 1 1986 will be included in the listing. Any re-

ceived before or after this date will not be considered for inclusion.

As only information from club secretaries/contacts will be accepted, modellers who think their clubs should be listed are advised to have a word in their secretaries ear NOW.

Melbourne Exhibition

The 1986 Melbourne exhibition at Camberwell proved to be an eye opener as far as new models are concerned. Expected was a sample of Train World's T class diesel and initial mouldings of Broad Gauge Models' W series passenger cars. Also added to the scene with pilot models of the SAR 900 class diesel and the VR Walker's railmotors, while both Alco and BGM displayed samples of their VR C class steam locos. However a real bonus was the display of some 'budget' rolling stock kits. These kits may not be aimed at the brass loco clientele but their simplicity of design and price belies the standard of product offered.

Trestle Hobbies have a GH grain hopper wagon and illustrated assembly instructions are included, while Alltrack offer a QN ballast wagon. Both kits were manufactured from the polyester casting process and make up into quite acceptable models.

Also on display was Tempest Electronics new controller. This is radio control which addresses a controller on the layout. Simply put, a cordless controller. A feature of the controller is the notches in the lever. Just like the real thing. Up five notches to start, back a notch for the curve, then up two for the grade . . .

Rumours, Rumours . . .

Within the model railway hobby there are often rumours floating around the traps. Generally this can be accepted as a part of the hobby as individuals fantasise. Rarely can any harm be caused, despite the inaccuracy of the detail. Unfortunately, in some instances, real problems can be raised if the rumour is allowed to continue.

Take the current rumour floating around Melbourne that Lima are soon to release the VR B class loco. Most affected by the rumour appear very pleased that their favorite loco will soon be available. How many orders have been placed in the hobby shops? Well, unfortunately, the rumour is just that, a rumour. The VR B class is not being produced by Lima at the moment, nor for that matter is it being considered for production. If anyone doubts our word, our information source is the managing director of Southern Models, the Australian distributor (and organiser of new lines) for Lima. They are preparing something Victorian for future release, but let's leave that to the rumour scene for the present.

Brill Railcars — Cancellation

It is disappointing to report that Tyren Distributors has advised of the cancellation of the S.A.R. Brill Railcar production. The models were to be produced in New Zealand by The Model Company, but several circumstances have seen The Model Co having to restructure its production, resulting in the closing of the larger factory and a retraction to smaller projects.

Paul Berntsen, the guiding hand of The Model Company, has been involved in producing models for Australia for many years. Initially producing rollingstock kits, this progressed to loco kits for Berghs Hobbies and eventually grew to a point where a factory was opened with employed labour, hence The Model Company came into being. From this small building came the 600/700 class railcars, the Z, C, ZLP and EHO vans and then the luckless F class diesel. For the New Zealand scene a Dsa locomotive was produced while for the USA a number of oil tankers were produced.

Over the last couple of years the models produced improved remarkably to a point where any of the big Korean manufacturers would be proud to put their name to the oil tankers. Unfortunately all models were sold out prior to sale so none will be available in the

Continued on page 46.

N.S.W.G.R. GUARDS VANS

1891 - 1953

The introduction of two man crews has forecast the demise of guards vans on the New South Wales railway system. These vans, which were originally intended as a means by which of braking the train, have been hanging off the end of goods trains (in NSW) since 1855. Below is a list of vans introduced to the N.S.W.G.R between 1891 and 1953.



The vanless end of a modern day SRA of NSW train.

Code	Contract Total	Yearly Total	Manufacturer	Length over Buffers	Year	Individual Nos.
BMG	50	50	Morrison	39'3"	1891	5109-5158
IHG	8	8	Clyde Engineering	39'3"	1899	3380, 5291, 10777, 10787, 10794, 10811, 10815-10816
	3	3	Ritchie	39'3"	1901	416-417, 3119
LHG	25	2	Kilborn & Willick	51'0"	1915	20588-20589
					1916	20590-20612
	30	6	Meadowbank	51'0"	1915	20638-20643
		24			1916	20644-20667
	30	5	Kilborn	51'0"	1918	20613-20617
					1919	2200, 2378, 20618-20620, 20622-20630, 20632-20634
		8			1920	842, 1041, 2159, 5425, 6028, 7253, 7544, 9266
	25	5	Meadowbank	51'0"	1918	20668-20672
					1919	20673-20689
					1920	20690-20692
	50	14	Clyde Engineering	51'0"	1921	5678, 5723, 5749, 5820, 5832, 5835, 5905, 5924, 6038, 6040, 6086, 6094, 6377, 6494
					1922	6188, 6194, 6227, 6279, 6301, 6364, 6443, 6498, 6532, 6598, 6719, 6734, 6742, 6783, 6789, 6800, 6855, 6903, 6923, 6931, 6951, 6956, 6969, 6971, 6997, 7009, 7021, 7025, 7035, 7041, 7059, 7069, 7078, 7095, 7116, 7118
SHG	40	40	Clyde Engineering	32'9 1/4"	1927	22539-22578
	25	25		32'9 1/4"	1928	22579-22603
	10	10		32'9 1/4"	1929	22604-22613
PHG	10	10	Wagon Works, Clyde	38'9 1/4"	1937	11928-11937
	12	12		38'9 1/4"	1938	17006-17007, 17010-17012, 17014-17017, 17019, 17021-17022
PHG	25	25	Tulloch's	38'9 1/4"	1939	10661-10662, 10664, 10678, 10862, 10964, 11296, 11319, 11351, 11506, 11586, 11633, 11754, 11737, 11942, 11977, 12015, 12088, 12108, 12134, 12204, 12245, 13217, 14961
					1941	11481, 11576, 11676, 11697, 12301, 12304-12305, 12307, 12314, 12331, 12333-12335, 12338, 12341-12342, 12767, 14964, 16201, 16242
					1942	16330, 16843, 17066, 17243, 17267, 17305, 17324, 17328, 17350, 17470, 18021, 18110, 18326, 19161, 19879, 21201, 23300-23313
	100	3			1944	23277-23279
		17			1945	23280-23294, 23297, 23315
		22			1946	23295-23296, 23298-23299, 23314, 23316-23324, 23326-23328, 23330-23332, 23337, 23339
		8			1947	23325, 23329, 23333-23336, 23338, 23340
		1			1948	25600
		6			1949	25601-25606
		23			1950	25607-25629
		20			1951	25630-25649
	50	17			1951	12932, 13124, 13271, 13315, 13371, 13388, 13403, 13728, 13764, 13785, 13840, 13868, 13891, 14242, 14571, 14661, 14773
		27			1952	14962, 14966, 14969, 14972, 14975, 14978, 14990, 14994, 15007-15008, 15010, 15012, 15014, 15022, 15035-15036, 15038-15041, 15045, 15049, 15057, 15059, 15064-15066, 15069-15071, 15104, 15156, 15651
MHG	200	6	Metro-Cammell	40'9 1/4"	1953	Imported complete: 11539-11540
		2			1951	Erected by Clyde Engineering:
		144			1952	11541, 11544-11548, 11550-11552, 11554-11559, 11562, 11566-11570, 11572-11573, 11579, 11581-11585, 11587-11592, 11596-11597, 11601-11606, 11608-11613, 11615-11617, 11620, 11622-11626, 11628, 11631-11632, 11634, 11637, 11639-11641, 11643, 11645-11648, 11651-11652, 11654-11655, 11657-11658, 11661, 11664, 11667-11669, 11671-11672, 11674-11675, 11679, 11683, 11686, 11688, 11690-11692, 11694, 11696, 11700, 11703, 11705, 11709, 11711, 11713-11714, 11717-11721, 11724-11730, 11743-11735, 11738, 11746-11751, 11753, 11761, 11766, 11769, 11771-11772, 11786, 11782-11785, 11787, 11792, 11795-11796, 11799-11800, 12761, 12765
		19			1953	Erected by Clyde Engineering:
						11802, 11805, 11807-11809, 11813, 11816, 11819-11820, 11823, 11826, 11831, 11835, 11842-11843, 11946, 11975, 12049, 12099
						Erected by Wagon Works, Clyde:
						12299, 12319, 12327, 12339, 12343, 12350, 12562, 12564, 12691, 12698, 12704, 12708-12710, 12713, 12718, 12720, 12735, 12747, 12749, 12683, 12688-12689, 12752, 12755, 12757, 12766, 12775, 12779-12780, 12787, 12790, 12796, 15751, 15764

AMRM NEWS

Continued from page 47.

shops.

So why close down a factory when good models are being produced? The main reason for closure is financial, the production of the models not being profitable enough. This was not helped by the Australian and New Zealand dollar which has been floating up and down. A couple of years ago \$A1 was worth \$NZ1.70, so a model costing \$NZ40 to produce could be sold to Australia at \$A23.50. Recently, the \$A was only worth \$NZ1.19 which would have raised the price of the model to \$A33.60. Simply put, the price of the models became too expensive to guarantee sales. This aspect,

coupled with a couple of engineering problems in some models prompted the final closure of the factory.

Thankfully the Model Company will still continue to exist, but only as a one man operation. So there is still some hope that we will still get some more of the products from New Zealand.

It is interesting to reflect that New Zealand has two model manufacturers who produce models to order or build small limited runs. The quality of the final product in most instances is first rate and there is a continual demand for their models, some of which sell for \$NZ750.00 (\$A576 April '86 rate). Australia has none. We are supposed to be an industrial nation but have to turn to Asia for our high quality locomotives. Something, somewhere is wrong.

New Zealand Scene

Recently a few AMRM staffers attended the 1986 Model Railway Convention in New Zealand, meeting old friends and making new acquaintances. They were also able to visit a large number of layouts, some of which will soon be featured in AMRM. To accomplish the preparation of articles, many homes were made open for AMRM, often at very late hours (how many people would accept a photo crew turning up after midnight?). It is not possible to list everyone here but the management of AMRM sincerely thank all our Kiwi friends for their warmth and hospitality and we hope we may be able to meet again, despite what many of them said about our cricketers. Maybe it is about time that we had a convention in Australia so that we could invite

the Kiwis over here and return the warmth and hospitality and (if our cricket team improves) a little of their own back. Specific details of the visit will be presented in future issues.

Subscription Costs — the Future

As at least a quarter of AMRM readers receive their copy by mail it is important that current proposals of Australia Post be made public. We at AMRM enjoy a cost effective rating with Australia Post whereby as long as we prepare our bulk magazine posting into specific bundles we receive a very handsome reduction in rates. In some instances we pay under a third of the standard rate for the weight. This, in turn, is passed onto the subscriber, as all rates are worked out on a cost only basis. Well, Australia Post is considering raising the Category B charges dramatically. No doubt it will soon become public debate, but the questions we will be asked is will we accept a sub-standard delivery for the cheaper rate, higher charges for delivery long distances from posting point, etc. As it is our desire to please as many as possible, we would appreciate hearing from subscribers/members as this debate develops, so that our decision can be guided by our customers.

COMMERCIAL NEWS

Arrivals

Far North Hobbies have released the 'Red Fred' railmotor and trailer kit. Correctly known as the Queensland Railways 45hp AEC railmotor it is a body kit only, the mechanism being an extra. The models are so small that fitting an HO gauge wheelset places the wheels outside the body line of the vehicle — so for once it is an HO_N3(3½) only model.

Weico Models have released two new kits in their Transport Heritage series. One is an AEC Regal III bus while the other is a 1955 Austin truck. The kits are made from some very high quality white metal castings. Weico advise that they also plan to add the Bedford and Chevrolet cabs to the flat bed chassis and then the van style body to the cabs. There is also a fire engine somewhere in this grouping which will cater for the steam era layouts very nicely thank you.

Fybren Models have commenced importing the new British magazine Scale Model Trains, catering for the British fraternity, and is available at all Fybren Models stockists. Fybren have also commenced importing the D.J.H. Model range of kits which cater for U.K. and now USA modellers. Fybren have also released catalogues for the Ian Kirk Model Engineering range, J & M Products range and Parkside range of kits.

The range of kits from Sentinel continues to grow. As most are aware they have the NSWZ 19 and Z20 class loco kits and are soon to market the Z19 complete with a Baldwin tender kit in the near future. Sentinel, however, have been making a very large indent in the scenic section of the hobby with their 'Town and Country' range of kits which are very high quality white metal castings complete with assembly instructions which also include super detailing suggestions. The Australian Country series includes a windmill (or being very correct — a wind pump), a 1,000 gallon tank complete with high stand, a country property front entrance complete with hinged gate, a weatherboard dunny complete with seat and a pair of weatherboard dunnies for the local church or hall. The latest kits include a 12' galvanised stock trough and a Farm machinery shed. The Suburbia series includes a rotary clothes line complete with wire and 'missus' hanging out the washing and a metal garden shed complete with sliding door. The Railway Accessories series includes a Universal point lever, a 1,000 gallon yard or station water tank and a yard crane kit. All are HO scale, except for the point lever and all are very good representations of good ol' Aussie scenery. All are available at AMC stockists. For the future kits should include farm gates

and cattle yards.

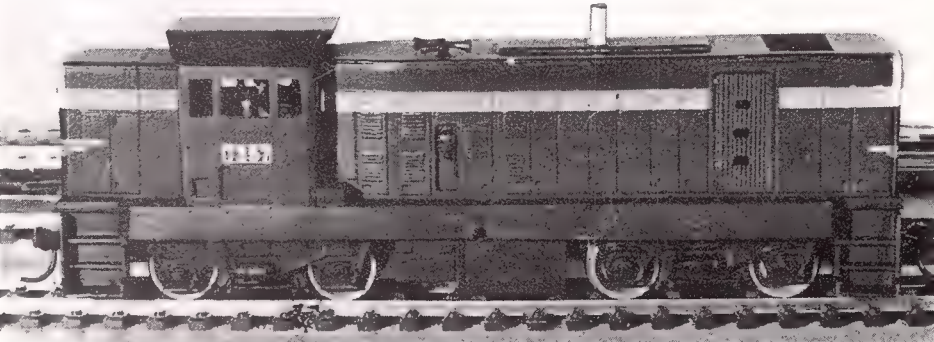
Arrivals on the brass scene has seen two Cs, a 42, 48 and AD60. Berg's Hobbies were pleased to receive their overdue NSW 48 class in two liveries plus plain brass, while both Australian Locomotive Co and Broad Gauge Models received their shipments of the Victorian Railways C. Casula Hobbies received their NSW 42 class in three differing styles but the delivery of the year (to date) would go to Mansfield Hobbies AD60 class. Because of its enormous size and complexities the Garratt has been the loco to build and is the only Australian model to sell in quantity in the States. The first Garratt from Dockyard was good, the second and third better but the Mansfield one will take some beating in excellent model building. At \$850 each, and a limited production run, not many will get to see this model, but for the exercise do your utmost to dig up a sample and drool over it. There is little point in waiting to see it running on an exhibition layout for while it is a superb runner, it will take a very game modeller to dis-

mantle the AD60 and then add paint which will only hide the level of detail applied. There is little doubt, that in the future, models released will be compared with this version of the AD60. 'But is it as good as David's Garratt' will be the catch-cri (Sorry Bushells).

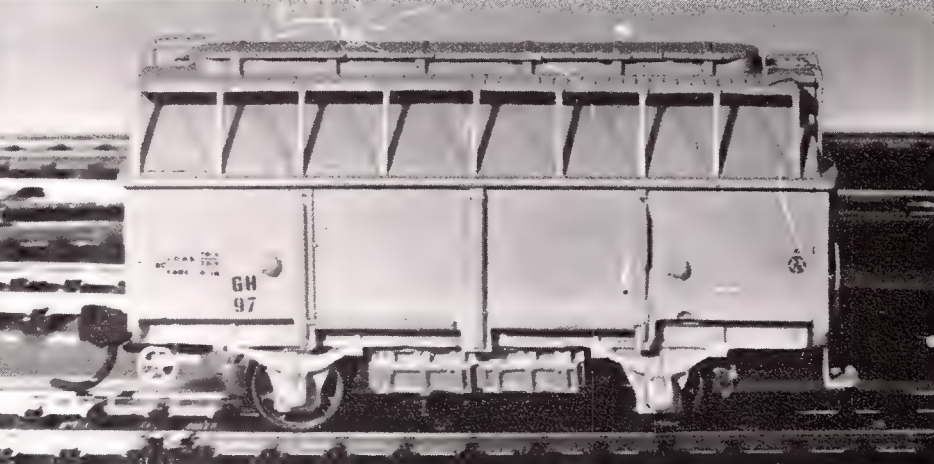
With the arrival of wheels, Broad Gauge Models M van is back in the shops, along with an M van under-frame kit for scratchbuilders. BGM have released stocks of their station building and goods shed kits, after having found a reliable production source.

A word from Data Sheets suggests that their plan on the NSW F351 and Z26 HO scale plans will be in the shops soon and it is hoped that the ink will dry soon on some new plans which include the NSW SRA 42, 43, 80, 81, XPT, 421, 422, Comet power car and some Hamersley Iron locos.

Some stock of Train World's VR T class locos have arrived but the kit is in short supply. Train World have completed the patterns on the 3rd series T and plan to have the VR G/ANR BL on the market in the future. The



On display at the Camberwell Exhibition, Train World's VR T class, fitted onto an Athearn mechanism.



Another model displayed at Camberwell was the VR GH grain wagon, a kit from Trestle Hobbies.



Ballast wagon QN as used by the VR is one of the kits produced by Alltrack and on sale in some Melbourne hobby shops.

THE GOOSE BUM LINE by Stein

 "Iss dot stew you haf there?"	 "Nope"	 "Fido"
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G will be the early (broad gauge) version.

In New Zealand three new models from Railmaster in Sn3½ scale were released at Easter, being the DS (shunter), DF and DJ locomotives. All include mechanisms, the DF from Athearn while the DS and DJ were produced in New Zealand. The mechanism that will interest Australians most is the North Yard built BO-BO-BO mech of the DJ. Further details of this mechanism in future issues.

In the video field, Film Australia have released a very pleasant video for train buffs. 'Just Australian Trains' presents seven films are including Steam Train Passes, The Ghan to Alice, Shades of Puffing Billy and The Railway. The music accompanying 'The Railway' is worth the price of the video alone.

Casula Hobbies have begun stocking The New Zealand Model Railway Journal, which is the official organ of the N.Z. Model Railway Guild (Inc). As the prime objective of the guild is to promote N.Z. modelling the magazine is full of N.Z.R. information including station plans, track layouts, the occasional loco or rolling stock plan but the highlight of each issue is the 'Our Heritage' section which is a photo coverage of N.Z.'s past. The pics are inspirational. Naturally details of N.Z.R. modelling is also contained but only in the form of advertisements or trade reviews. If you are interested in N.Z.R. the Journal is a must, but also good value reading for modellers and enthusiasts.

Expected Arrivals

Far North Hobbies are expected to release a model of the Q.R. 2170 class diesel electric locomotive. Designed to use Athearn bogies (but not motor/chassis) this will be the first piece of motive power from Far North and the arrival of the kit is eagerly awaited.

There is little doubt that one of the most awaited kits at present is the VR W cars coming from Broad Gauge Models. For BGM the kits will be a first in that they should also include BGM's own wheels, proudly made in Victoria. Hopefully the first cars, which will include brass Samhonga built bogies, should be on the market shortly after this issue hits the streets.

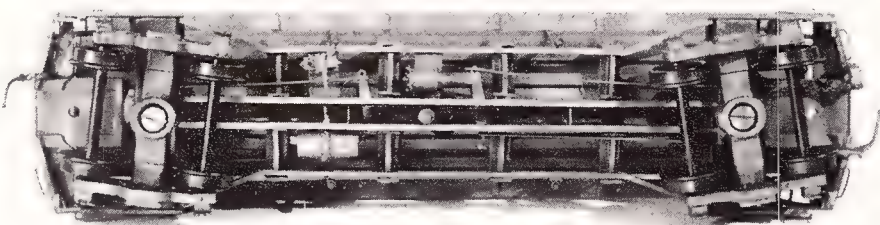
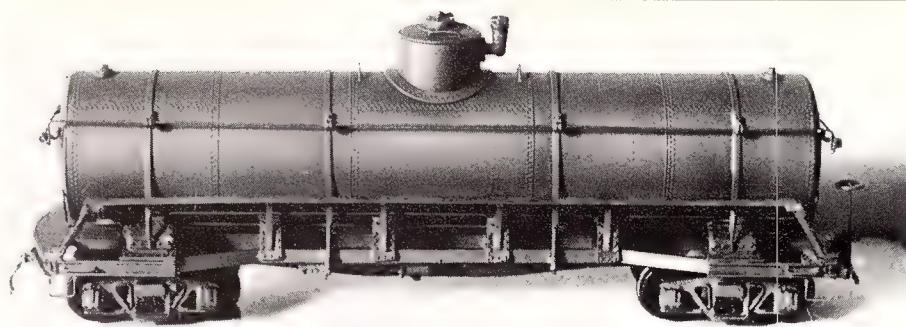
By the time this issue appears Lima's limited run on the renumbered 44s, 930 and S class will be in the shops.

Casula Hobbies have the pilot model of their saturated D50 class in the shop complete with standard and Walsh Island tender. These models should be available before the end of the financial year.

In the Coming Soon department, Alco have the SAR 900 class diesel, the VR G and ANR BL and the VR Walkers railcar.

Future Arrivals

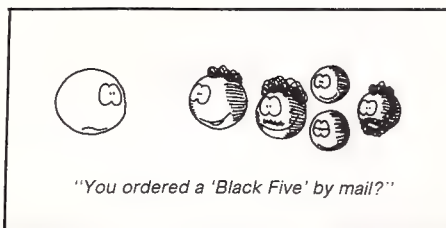
Tamworth Hobbies have advised of plans from Far North Hobbies to increase their range of epoxy cast



These three photos illustrate the HO Sante Fe TK-J class (Andrews bogies) 10,000 gallon tank car being built by the Model Company for Pecos River Brass is an indication of the modelling standard achieved commercially in New Zealand.

kits. The additions will include QR R (refrigerated van), H (open wagon) and FJS (4 wheel open wagon). While these are all HO scale, N scale NSWGR modellers will be tempted with a KHG brake van.

On the brass scene Casula Hobbies are planning their D53 and D55 class for release late in 1986 while Broad Gauge Models have advised that their G/BL project has been scheduled for November 1986 to be followed by the VR C class diesel.

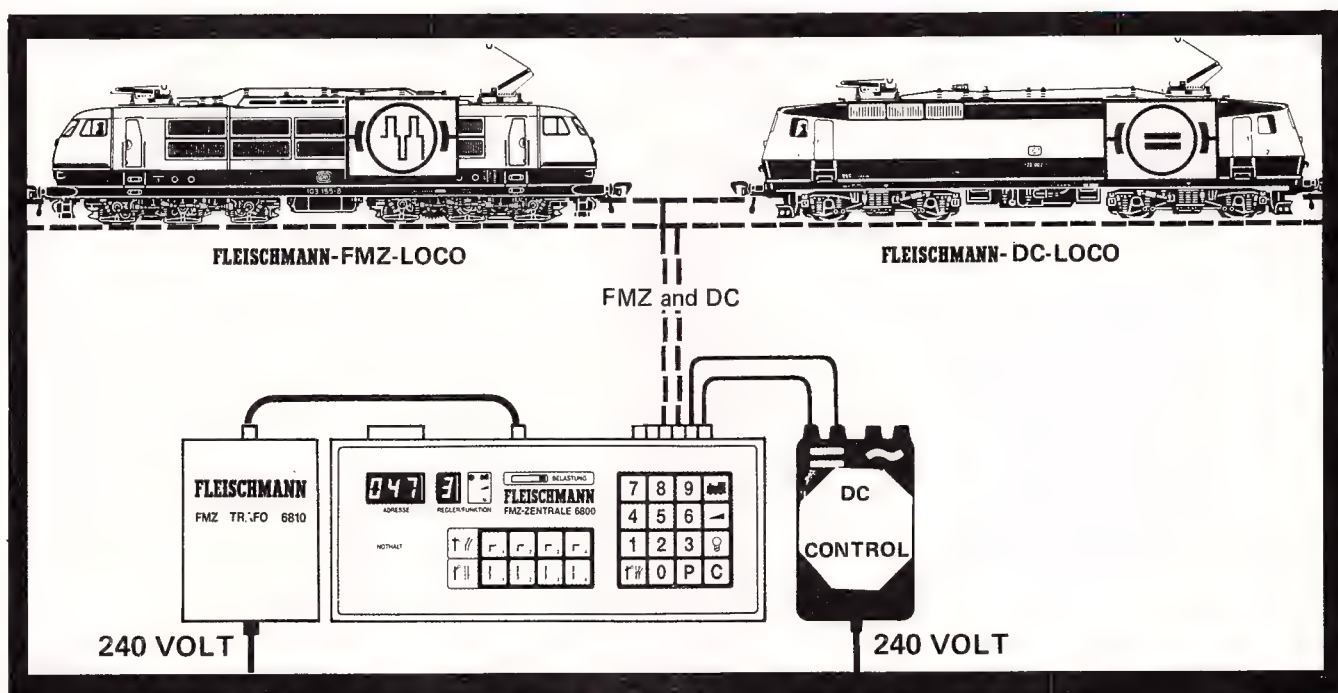


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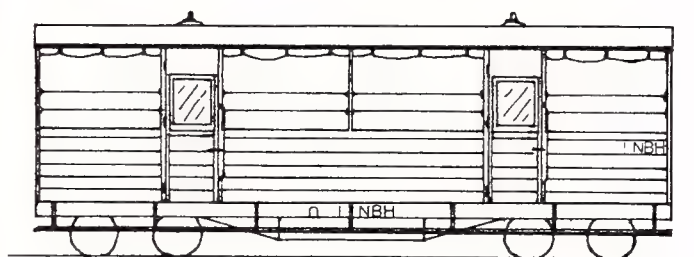
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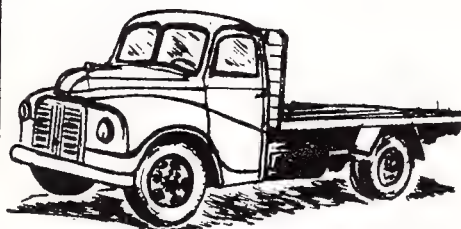
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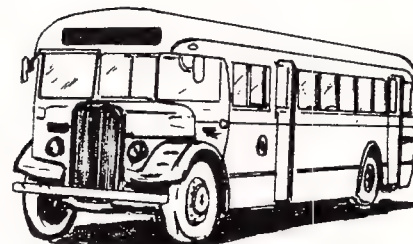
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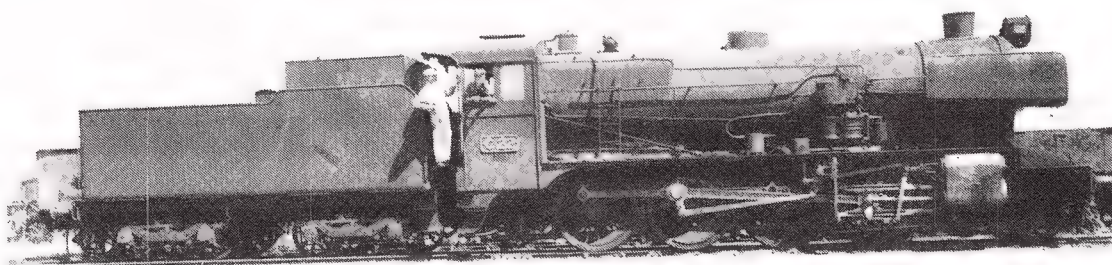
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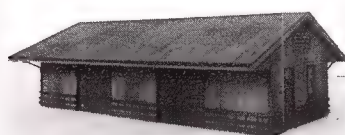
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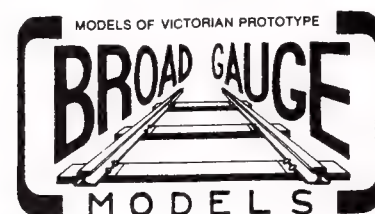
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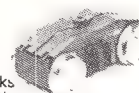
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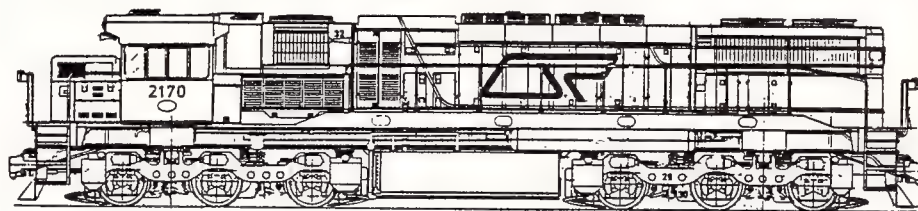
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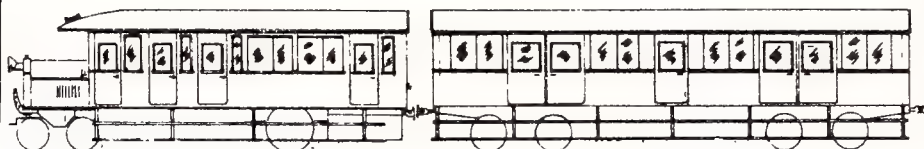
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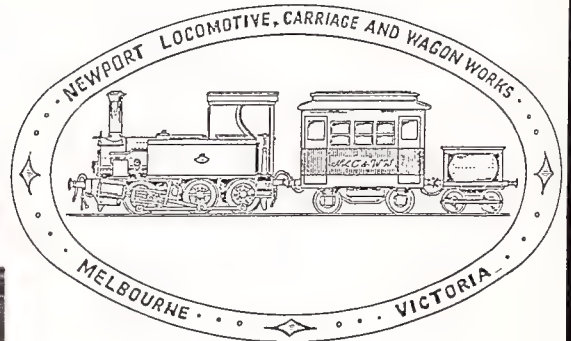
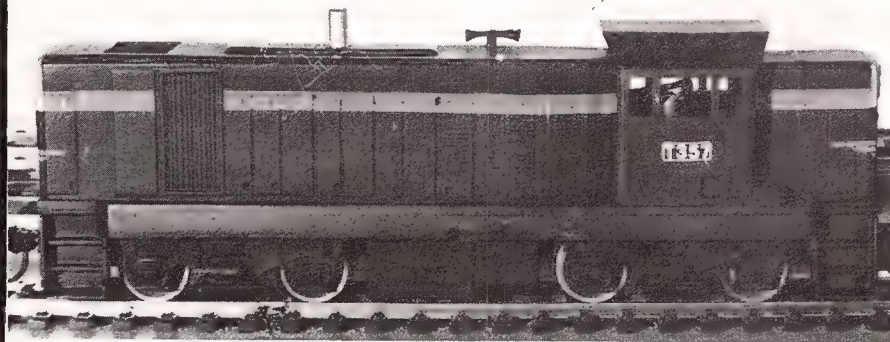
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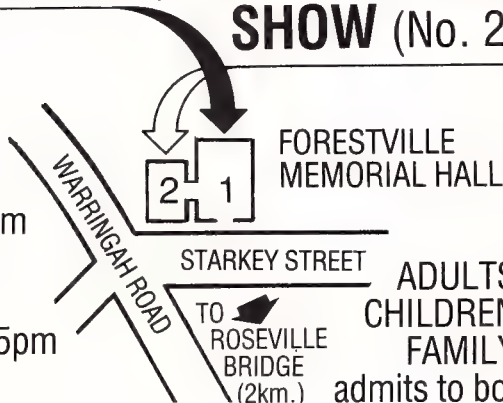
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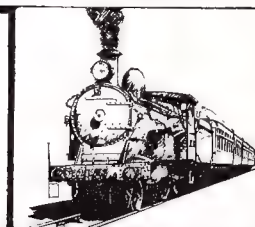


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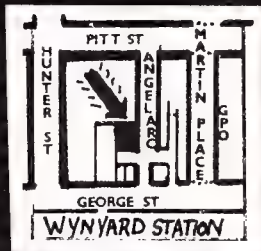
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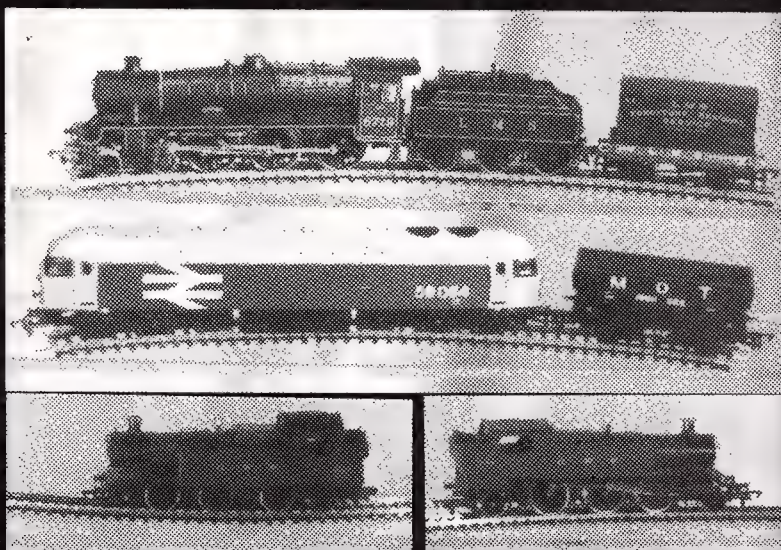
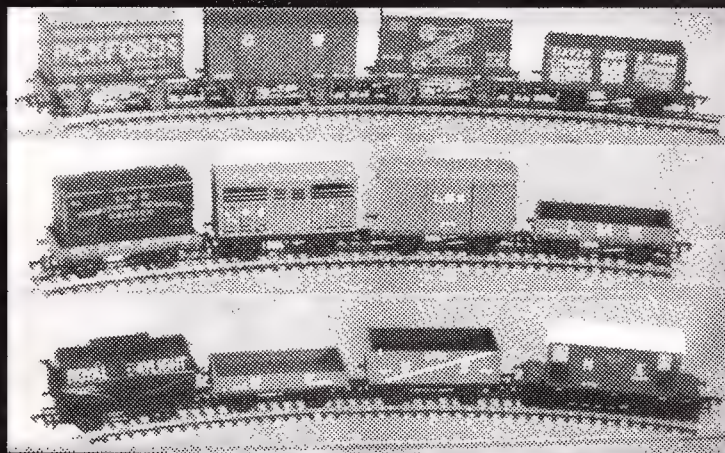


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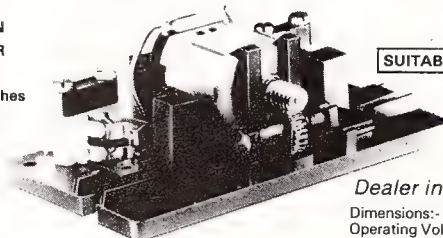


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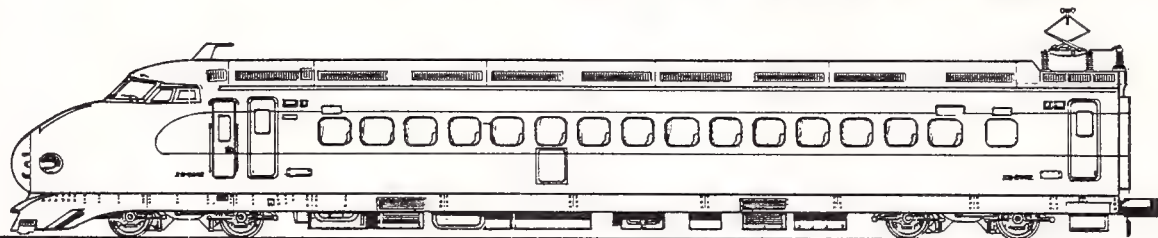


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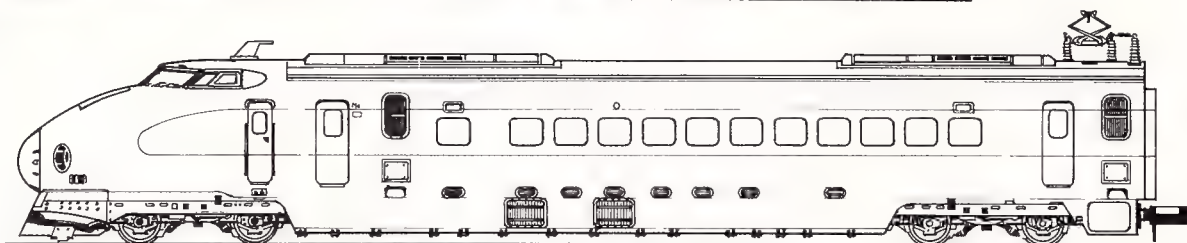
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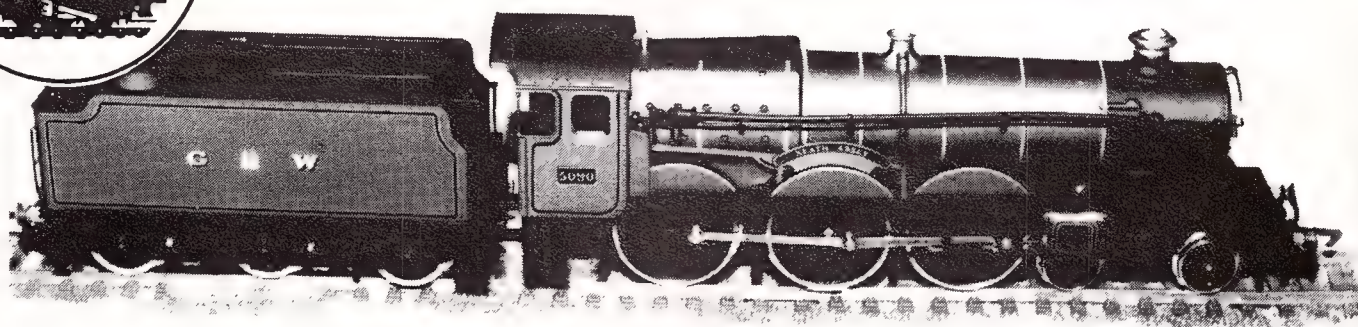
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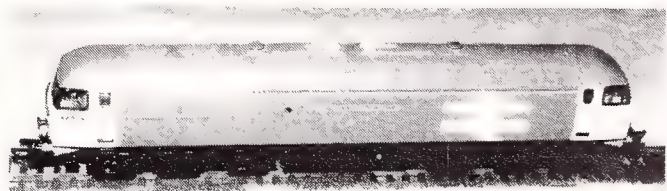
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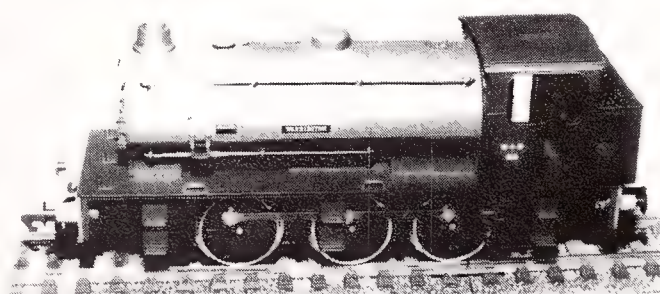
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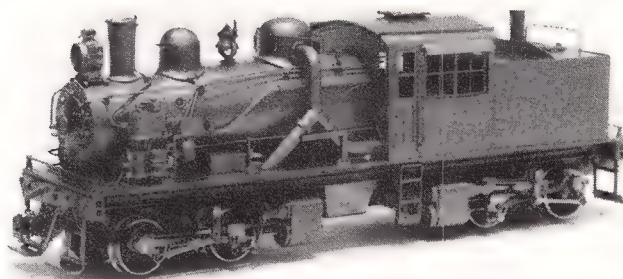
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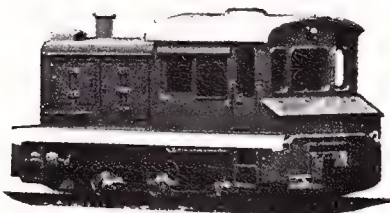
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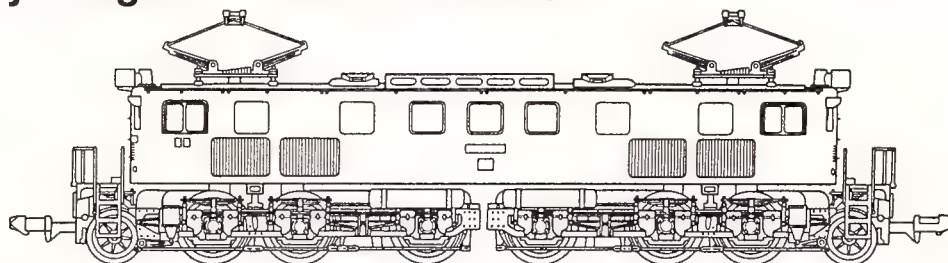
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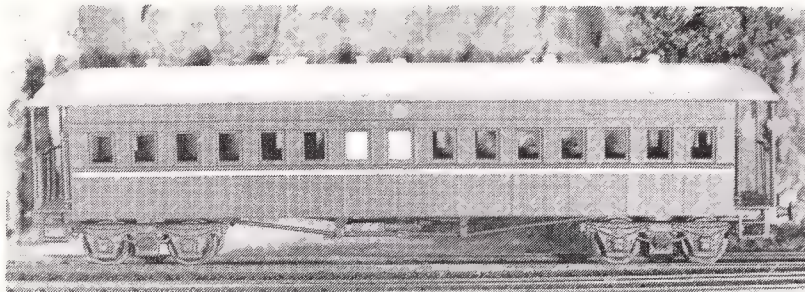
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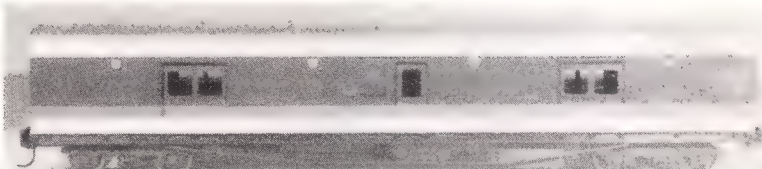
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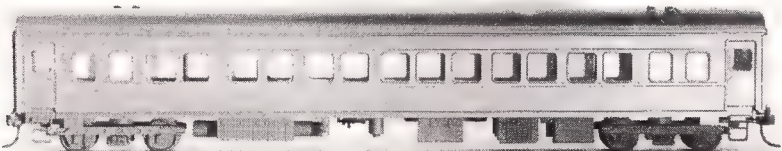
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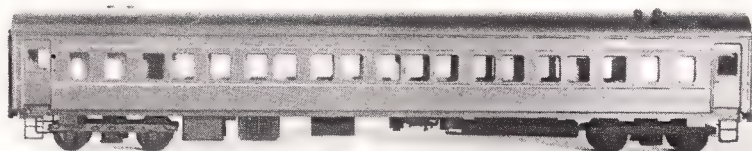
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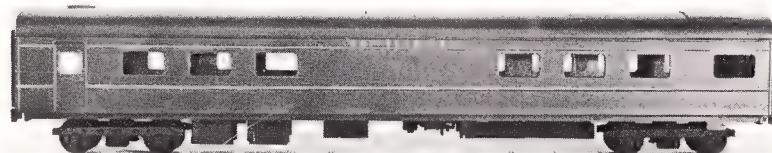
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Sleeping car	14.70
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VMPY car carrier	14.70

LOCOS FOR AURORA SET

NSW 422 class	54.00
NSW 42 class	51.00
NSW 44 class	Ring *
VR 'S' blue/gold	Ring *
VR 'S' V/Line	51.00

OVERLAND SET

1st class coach	14.70
Dining coach	14.70
Sleeping coach	14.70
Power van	14.70
VMPY car carrier	14.70

LOCOS FOR OVERLAND SET

AN 937 class	51.00
ANR GM class	51.00
SAR 942 class	51.00
VR 'S' blue/gold	Ring *
VR 'S' V/Line	51.00

NSWGR STEAM SET

C38 locomotive	89.95
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MBE 1st class car — wood	14.70
MFE 2nd class car — wood	14.70

TRAX

BS 1st class steel car	15.95
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NSW 48 class	45.00
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AOBX/ELX bogie open wagon	11.50
VFNX bogie covered wagon	10.80
VMPY car transporter	14.70
GY 4 wheel open wagon	10.80
FBX container flat wagon	10.80
TANK wagon bogie 40' BP	10.80
TANK wagon bogie 62' AMPOL	12.00
8300 brake van	14.30

TRAX

BDX/NOBX bogie open wagon	8.95
MHG brake van	9.95

* Ring Ring us — Casula Hobbies, for our prices on these models.

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If you are having trouble getting to our shop which is open six days a week, do not forget our MAIL ORDER service which is serviced immediately we receive your order providing we have the goods on the shelf.

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N.S.W.G.R. C30 tank locomotive \$425.00

Check our advert in last issue for other lines carried

DATA SHEETS

NSWGR Locomotives & Rollingstock ea \$3.00

No.1	0-4-2	1855	* NN (1027)	4-6-0	1914
79	4-4-0	1877	* C35	4-6-0	1937
Z12	4-4-0	1899	* D55	2-8-0	1937
U105	4-4-0	1877	* C36	4-6-0	1925
205	2-6-0	1882	* C36	4-6-0	1953
			Belp		
Z25	2-6-0	1901	* D57	4-8-2	1929
Z18	0-6-0T	1882	* D59	2-8-2	1952
373	4-4-0	1887	* Diesels		
Z17	4-4-0	1905	* 40	A1A-A1A	1951
O	4-6-0	1891	* 44	Co-Co	1957
J	2-8-0	1891	* 48	Co-Co	1959
P6	4-6-0	1892	* CPH/CTH	Railcars	
C32	4-6-0	1937	* CBC/HX	Pullman cars	
Z13	4-4-2T	1896	* BWH/RU	Wheat hoppers	
			C30T	4-6-0	1928

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NSWR BD bogie open wagon
NSWR GP bogie concentrate wagon
NSWR E bogie flat wagon
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We stock BGM and BGB kits

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2AE bogies side frames (1 pr)	3.00
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Turret tender bogies	4.50
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C35 Wampu tender kit with wheels	59.95
C35 standard goods Turret	
tender kit & wheels	59.95
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loco body kit	65.00
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GSV sheep van
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3 kits for

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5 or more kits — take extra 5% off list priced
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(without wheels and bogies)

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TRC body kit only ea \$4.95
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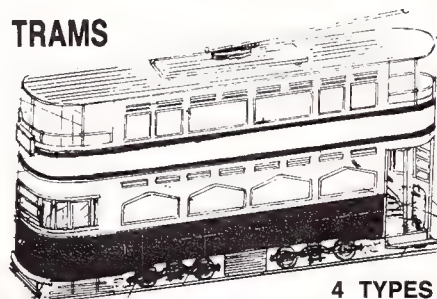
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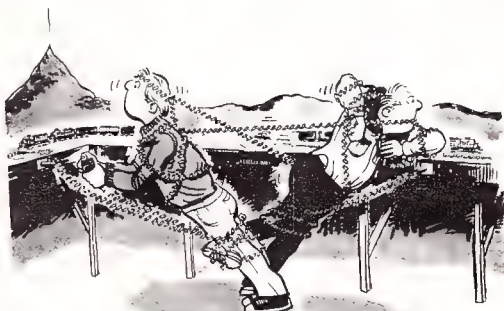
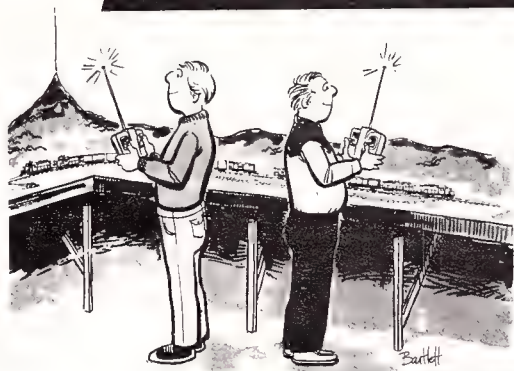
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**First — The Bad News: Lima Prices have jumped high!
Now the Good News: From Model Mail you still get the
service plus the value you deserve!**

LIMA AUSTRALIAN OUTLINE DIESEL LOCOS

		RRP	Our Price
208041A	ANR 930 Class (Red/Silver)	\$74.70	\$55.95
208042A	SRA 44 Class (Tuscan)	\$74.70	\$55.95
208043	V/LINE "S" (Grey)	\$74.70	\$55.95
208043A	VR "S" Class (Blue)	\$74.70	\$55.95
208049	ANR 930 Class (Green/Gold)	\$74.70	\$55.95
208049A	SRA 44 Class (Reverser)	\$74.70	\$55.95
208123	ANR GM Class (Red/Silver)	\$74.70	\$55.95
208124	SRA 42 Class (Tuscan)	\$74.70	\$55.95

INFLATION BEATERS:

Number 1: Any identical pair of the above locos:

RRP \$148.40

Our Price \$105.95

Number 2: Any of the above locos with 4 Lima "Stainless Steel" Coaches

RRP \$151.70

Our Price \$119.95

Number 3: Any of the above locos with 2 x Lima MFE, 1 x MBE and 1 x TAM

RRP \$151.70

Our Price \$119.95

Number 4: Any of the above locos with 2 x Trax FS and 2 x BS Coaches

RRP \$162.50

Our Price \$125.95

Number 5: Well, actually number 5, 6, 7 and so on: We have various Train Packs with Lima and Trax freight wagons — please write for details in our new catalogue.

THE "38" IS BACK!

After seemingly an eternity of lack of supply, the Lima 38 class has at last returned: For how long we just don't know:

		RRP	Our Price
203015	LIMA NSWGR "38" (Green)	\$151.20	\$119.95
TP10038	With MFE/MFE/MBE/TAM	\$228.20	\$179.95
TP101388	With FS/FS/BS/BS	\$239.00	\$189.95
TP10538	With 4 TAM Sleepers	\$228.20	\$179.95
TP11038	With 5 mixed freight + MHG	\$220.65	\$169.95
TP11138	With 4 x BDX + 1 x MHG	\$207.95	\$165.95

LIMA 422 CLASS LOCOMOTIVES

The 422 seems to be the hardest hit by the price hike, so we've put together some packages to soften the blow a little:

		RRP	Our Price
208164	LIMA SRA 422 Class (Tuscan)	\$ 90.00	\$ 69.95
208164D	PAIR of Lima 422 C1. Locos	\$180.00	\$135.95
TP100422	422 with MFE/MFE/MBE/TAM	\$167.00	\$129.95
TP101422	422 with FS/FS/BS/BS	\$177.80	\$139.95
TP102422	422 with 4 x "Stainless"	\$167.00	\$129.95
TP104422	422 + 3 sleepers + power	\$167.00	\$129.95
TP105422	422 + 4 TAM sleepers	\$167.00	\$129.95
TP110422	422 + 5 freight + 1 MHG	\$159.45	\$125.95
TP111422	422 + 4 BDX + 1 MHG	\$146.75	\$115.95

AUSTRALIAN COACH PACKS

Coach packs have proved to be quite popular, so we've expanded the range accordingly, and covered just about every reasonable combination of Lima and Trax cars.

		RRP	Our Price
CP100	3 x TRAX FS + 1 x BS	\$87.80	\$69.00
CP104	4 x TRAX Candy FS	\$79.80	\$63.95
CP101	3 x LIMA MFE + 1 x MBE	\$77.00	\$59.95
CP102	2 x MFE + 1 x MBE + 1 x TAM	\$77.00	\$59.95
CP103	4 x LIMA TAM Sleepers	\$77.00	\$59.95
CP180	Stainless Econ/Din/Slpr/Pwr	\$77.00	\$59.95
CP182	3 x Stainless Sleeper + Pwr	\$77.00	\$59.95
CP181	Red/Silver 1st/Din/Slpr/Pwr	\$77.00	\$59.95
CP183	3 x Red/Silver Sleep + Pwr	\$77.00	\$59.95

AUSTRALIAN FREIGHT SIX PACKS

Lima price increases are reflected in the following list. Note that TRAX are still maintaining their prices.

		RRP	Our Price
SP303522	SIX Lima GY Open Wagons	\$ 51.90	\$ 39.95
SP303626	SIX Lima BP Tankers	\$118.80	\$ 89.95
SP309035	SIX Lima ELX (Green/Gold)	\$ 97.20	\$ 75.95
SP6027	SIX Trax AIS Hoppers	\$ 33.00	\$ 26.00
SP6030	SIX Trax Container Wagons	\$ 33.00	\$ 26.00
SP6031	SIX Trax BDX Open Wagons	\$ 65.70	\$ 55.00
SP6035	SIX Trax Manildra Wheat	\$ 45.00	\$ 36.00

TRAX ANR 830 CLASS

We still have a few of these branch line units in the South Australian yellow with red stripe livery. This is the first time we've offered them in train pack form.

		RRP	Our Price
6104	Trax ANR 830	\$ 65.00	\$ 49.95
6104D	Pair of Trax ANR 830's	\$130.00	\$ 89.95

TP11083Y Trax ANR 830 plus container wagon with two containers, car carrier with cars, BP tanker, AIS coal hopper, BDX gondola and the new red ANR brake van.

RRP \$140.75

Our Price \$105.95

TP11183Y Trax ANR 830 plus 4 BDX gondolas and the new red ANR brake van.

RRP \$128.05

Our Price \$ 95.95

TP11283Y TWO Trax ANR 830 class locomotives, plus ten (yes 10) BDX gondolas and the red Lima ANR brake.

RRP \$258.75

Our Price \$189.95

NB: Prices subject to alteration without notice.

***** Watch out for new Trax Products next issue *****



As Mainline is out of production, the following items (all in stock at time of placing ad) will most likely be the last we will see. Stocks are very limited, however we are still happy to sell singly or in six packs.

		RRP	Our Price
SP137129	SIX 7 Plank C.W.S.	\$35.70	\$28.00
SP137131	SIX 5 Plank Ellis & Everard	\$35.70	\$28.00
SP137134	SIX Tank — Royal Daylight	\$42.60	\$34.00
SP137137	SIX BR Ventilated Fan	\$35.70	\$28.00
SP137144	SIX BR Steel Mineral Wagon	\$35.70	\$28.00
SP137149	SIX BR 1 Plank	\$32.40	\$26.00
SP137150	SIX NE 1 Plank	\$32.40	\$26.00
SP137161	SIX Hopper — Sheepbridge	\$35.70	\$28.00
SP137163	SIX Coke Wagon — Coalite	\$35.70	\$28.00
SP137385	SIX 7 Plank David Jones	\$47.70	\$38.00
SP137416	SIX BR Bogie Bolster & Load	\$95.70	\$76.00

MP001 3 x 7 plank, 1 x 5 plank, tank wagon, and coke wagon, (total 6 vehicles), all with different private owners liveries.

RRP \$38.85 Our Price \$31.00

MP002 GWR Brake Van, GWR Ventilated Van, GWR Conflat & container, David Jones 7 plank, Royal Daylight tank wagon and Coalite coke wagon (total 6 vehicles).

RRP \$43.80 Our Price \$35.00

MP003 NE Brake Van, NE 1 plank wagon, Sheepbridge hopper, David Jones 7 plank, Royal Daylight tank wagon and Coalite coke wagon (total 6 vehicles).

RRP \$38.30 Our Price \$30.00

MP004 BR (Ex-GWR) Brake Van, BR Ventilated Van, BR Steel Mineral Wagon, BR 1 plank wagon, BR Bogie Bolster wagon with girder load (total of 5 BR vehicles).

RRP \$40.35 Our Price \$32.00

***** **WRITE FOR A CATALOGUE NOW** *****

RRP \$64.70 Our Price \$49.95

RRP \$64.70 Our Price \$49.95

RRP \$79.10 Our Price \$61.95

RRP \$79.95 Our Price \$61.95

This is a "mini" train pack: A HornbyGWR 2721 class pannier tank loco, plus Mainline GWR Autocoach. Both these models are now out of production, so this will be the last opportunity for some time, and certainly the last at anything like this price.

TP249GWR RRP \$96.10 Our Price \$75.95

Hornby Midland Railway Compound No. 1000 4-4-0 in "crimson lake", with three matching clerestory coaches. All of the items in this attractive train are out of production, so stocks are limited. Extra coaches are available and the loco will handle a total of 4 to 6 depending on the layout.

TP240MR	RRP \$237.80	Our Price \$185.95
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Number: **Expiry Date:** **Signed:**

OR MY CHEQUE FOR \$..... is enclosed BANK..... (PLEASE ALLOW TIME FOR BANK TO CLEAR)

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Continued from page 48.

der \$299. All mint condition. Never run. Still in boxes. Write to PO Box 255, Blair Athol 5084

BERGS D50 class - first run. Painted, limited use. Offers - Ted (02) 525 5995.

NSWR 41 class kit - Workshop Five. Offers. Max. (02) 759 6412.

BRASS 38 class, Model Dockyard (painted green) - \$250, Brass J.N.R. Baldwin 0-8-0T (painted black) - \$120, Brass HOn3 Forney 2-4-4T (unpainted) - \$95, Fleischmann Alco FA diesels (Union Pacific) - \$30, Mantua-Tyco GP18 diesel (Santa FE) - \$20. Mrs Golding, 34 Warby St., Campbelltown, 2560. Ph. (046) 26 1907.

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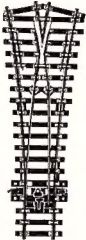
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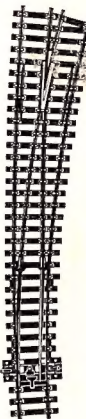
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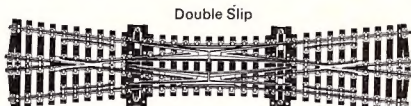
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